

This regulation has been reformatted for electronic posting.  
Changes 1 through 4 have been incorporated. The original change pages are at the end of the publication.

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## **\*USAREUR Regulation 55-1**

### **Transportation and Travel**

## **UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS**

**29 January 1985**

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**\*This regulation supersedes USAREUR Regulation 55-1, 19 May 1978, including Changes No. 1, 12 October 1978; No. 2, 22 March 1979; No. 3, 11 December 1979; No. 4, 20 May 1980; No. 5, 5 February 1981; and No. 6, 9 December 1982.**

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**Applicability.** This regulation applies to United States Army, Air Force, and Navy units operating in the United States Army, Europe, geographic area of responsibility (i.e., Belgium, Denmark, the Federal Republic of Germany, France, Italy, Luxembourg, and the Netherlands).

**Impact on the New Manning System.** This regulation does not affect the New Manning System.

**Internal Control Systems.** This regulation is not subject to the requirements of AR 11-2. It does not contain internal control provisions.

**Supplementation.** Supplementation of this regulation is prohibited without approval of the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

**Forms.** Only forms ending with the suffix "-R" will be reproduced locally on 8½- by 11-inch paper through the servicing forms management office. Other forms will not be reproduced and will be ordered by the unit or organization publications officer from the United States Army Printing and Publications Center, Europe, or as stated in the authorizing directive.

**Interim Changes.** Interim changes to this regulation are not official unless authenticated by the Adjutant General, USAREUR. Interim changes will be destroyed on their expiration dates unless sooner superseded or rescinded.

**Suggested Improvements.** The proponent of this regulation is the Office of the Deputy Chief of Staff, Logistics, HQ USAREUR/7A (AEAGD-TM, 370-6922). Users may send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

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## SECTION I GENERAL

### 1. PURPOSE AND APPLICABILITY

This regulation:

- a. Establishes policy, procedures, and responsibilities governing the operation of military vehicles over public roads in peacetime.
- b. Applies to vehicles owned by, leased by, or loaned to United States (US) Army, Air Force, or Navy units operating in the United States Army, Europe (USAREUR), geographic area of responsibility (i.e., Belgium, the Netherlands, Luxembourg (BENELUX), Denmark, the Federal Republic of Germany (GE), France, and Italy).
- c. Assigns responsibilities for obtaining clearances for movements of US military convoys, oversize or overweight vehicles, and other official motor vehicles in GE (excl Berlin), Denmark, France, and the BENELUX countries. The Commander, United States Army Southern European Task Force (USASETAF), is responsible, through installation commanders, for obtaining clearances in Italy (app A, tab II).
- d. Applies to nontactical vehicles (NTV) for matters not specified in AR 58-1. The provisions of AR 58-1 apply if a conflict exists between this regulation and AR 58-1.

### 2. EXPLANATION OF TERMS

- a. **Activity.** A unit, organization, or installation performing a function or mission.
- b. **Ammunition and Hazardous Cargo.** All classes of ammunition or explosives defined in Department of Defense (DOD) 5100.76-M and USAREUR Regulation 55-355. Hazardous cargo includes, but is not limited to, flammable liquids, flammable solids, oxidizing materials, corrosive liquids, compressed gases, and poisonous substances (Standardization Agreement (STANAG) 2938). The North Atlantic Treaty Organization (NATO) Maintenance and Supply Agency Document CT-TE/80/42.4.2/0350 applies to the transportation of LANCE missile main assemblages in GE.
- c. **Checkpoint.** A transportation coordination reference point on the military highway basic network map. This point serves as the reference for verifying the accuracy of road distances and time schedules for movement requests.
- d. **Commercial Design Vehicles.** Motor vehicles designed for civilian use and procurable from commercial sources. These vehicles will receive maximum use to fulfill general transportation requirements.
- e. **Control Point.** A position along a route where personnel are stationed to provide information and instructions for the regulation of traffic (AR 310-25).
- f. **Controlled Route.** A route that is subject to traffic or movement restrictions (STANAG 2154).
  - (1) **Supervised Route.** A roadway controlled by a traffic control authority using control posts, traffic patrols, or both. A movement credit (i.e., permission) is required for its use by a column of 20 or more vehicles (10 or more vehicles in the Netherlands). A movement credit also is required for its use by vehicles with oversize or overweight dimensions. Access to the route is regulated.
  - (2) **Reserved Route.** A controlled route for which use is:
    - (a) Assigned exclusively to a particular authority or formation.
    - (b) Intended to meet a particular requirement (e.g., reserved for evacuation).
  - (3) **Dispatch Route.** A roadway that is controlled concerning priorities of use and regulation of movement or traffic. A movement credit is required for its use.

**g. Convoy Commander.** The officer or noncommissioned officer (NCO) in charge of the vehicles and operating personnel of a convoy, as designated by the person authorizing the movement. The convoy commander also may be the senior officer, NCO, or soldier with the convoy, if there is no specific appointment.

**h. Convoy Elements.**

**(1) Convoy.** A group of vehicles organized as a march column under a single commander. A movement credit is required when the number of vehicles equals or exceeds the numbers indicated for the countries listed below:

- (a) Belgium--20.
- (b) Netherlands--10 (20 in wartime).
- (c) GE--30.
- (d) France--20.
- (e) Luxembourg--6.
- (f) Italy--10.

**(2) March Column.** A group of vehicles (i.e., convoy) moving under a single commander from the same point of origin. This group travels over the same route, in the same direction, at the same rate of speed, and to the same destination. Depending on unit size, the march column can be subdivided into serials and march units.

**(3) Serial.** A major subdivision of a march column moving under a single commander for planning, regulation, and control purposes.

**(4) March Unit.** A subdivision of a serial. A march unit moves and halts under the control of a single commander using voice, visual signal, or radio. For the purposes of this regulation, a march unit normally will not exceed 25 vehicles (10 vehicles in the Netherlands). Commanders of USAREUR major commands (USAREUR Reg 10-5) are authorized to increase this number for command and control purposes (excl movements in the Netherlands). Commanders of USAREUR major commands may delegate this authority at their discretion.

**i. Corps Movement Control Center (CMCC).** Coordinates and supervises organic transportation support to V Corps and VII Corps units in the sector involved. The CMCC also consolidates and coordinates transportation requirements beyond the capability of assigned and attached units. The CMCC provides centralized logistics movements management and highway regulating services in the V Corps and VII Corps areas.

**j. Critical Point.** Any point along a route where interference with a movement may occur (AR 310-25).

**k. Gross Vehicle Weight (GVW).** The weight of the vehicle plus the weight of the load.

**l. Infiltration.** The movement of vehicles into a roadway either by small groups (i.e., two or three vehicles), or individually, at extended or irregular intervals.

**m. Military Road Maneuver Network.** The road system required by a commander for conducting a specific operation and providing logistic support for that operation according to STANAG 2174.

**n. Movement Bid.** The request for permission to move convoys or oversize or overweight vehicles. Types of movement bids are:

**(1) Routine.** Bids for movement that meet the established times for submission (fig 1).

**(2) Special.** High priority bids or changes to an original request that do not meet the minimum times established for routine movement bids (fig 1). Special march credits are not routinely granted.

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	Columns With Normal Vehicles	Overweight or Oversize Vehicles
Routine Movement Request	*workdays	10 *workdays
Border Crossing (excl Denmark)	15 *workdays	15 *workdays
Border Crossings Into Denmark	23 calendar days	23 calendar days
Exceptions to Policy	7 *workdays	12 *workdays
Emergency movements (para 2n(3)) directed by the Commander in Chief, USAREUR, and commanders of USAREUR major commands will be processed as quickly as possible.		
*Workdays exclude date of submission, date of move, Saturdays, Sundays, and US and host nation holidays. Workdays are counted from the time a correct and complete request is received, after any errors have been identified and corrected. Counting of workdays starts over when a change is submitted.		

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**Figure 1. Maximum Number of Days Before Movement Date for Submitting Requests**

**(3) Emergency.** Bids requiring immediate movement action (e.g., providing disaster relief, preventing injury or loss of life, evacuating disabled vehicles) to avert a potential hazard on public roads.

**(4) Exception to Policy.** A routine movement bid that falls during a restricted movement period (para 15d). An exception to policy requires authentication.

**(5) Late.** A routine movement bid that does not meet the minimum times shown in figure 1. Late requests will be processed in sequence and are not guaranteed to move on the requested date.

**(6) Change.** A request initiated by a unit to modify an existing movement bid.

**o. Movement Credit.** Permission granted to the moving unit by the host nation authority, through the servicing movements control team (MCT) or highway movements control team (HMCT), for one or more vehicles to move over a specified route in a fixed time as prescribed in movement instructions.

**p. Movement Number.** A number allocated concurrently with the movement credit by the authority granting the movement credit. For the purposes of this regulation, the movement number, once issued, becomes a movement order. This number will identify the column during the entire movement per STANAG 2154.

**q. Rescinded.**

(1) Rescinded.

(2) Rescinded.

**r. Nontactical Vehicle (NTV).** A motor vehicle, normally of commercial design, assigned by formal authorization documents and used to provide the transportation support of an activity.

**s. Oversize Vehicle.** A vehicle, or combination of a vehicle and load, that exceeds the legal dimensions of width, length, or height imposed by the host nation. Figure 2 provides information on oversize vehicles.

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1. This figure prescribes dimensions (para 2) and weights (para 3) of oversize or overweight vehicles in GE, France, Denmark, and BENELUX countries. Measurements are metric with equivalent US measurements in parentheses. Any single vehicle exceeding the standards listed below will require a movement credit.

2. Dimensions are as follows:

a. Width: 2.50 meters (8 ft, 2½ in). Width is determined by measuring the vehicle from bumper to bumper (or the load itself if there is overhang). Not included are miscellaneous items (e.g., mirrors, snow chains).

b. Height: 4 meters (13 ft, 1½ in) (excl Denmark, which is 3.60 meters).

c. Length (i.e., single vehicles):

(1) Denmark: Truck with 2 axles, 10 meters (32 ft, 8 in); other vehicles, 12 meters (39 ft, 4 in).

(2) France and Netherlands: 11 meters (36 ft, 1 in).

(3) Belgium and GE: 12 meters (39 ft, 4½ in).

(4) Luxembourg: 7 meters (23 ft), vehicle with 1 axle (i.e., trailer); 10 meters (32 ft, 8 in), vehicle with 2 axles; 12 meters (39 ft, 4 in), vehicle with 3 axles or more.

d. Other vehicles are measured as noted:

(1) Tractor and semitrailer: 15.5 meters (50 ft, 11 in) (excl Denmark, which is 14 meters).

(2) Truck and trailer: 18 meters (59 ft, 5 in) (excl Luxembourg, which is 20 meters).

3. Military load classification of vehicle, vehicle and trailer, and axle weights, as applicable, are listed below. The military load classification is the total weight of the vehicle plus the load, given in short tons (Field Manual 5-36).

a. Denmark: class 35 (32 metric tons, 35 short tons).

b. Luxembourg: class 40 (36 metric tons, 40 short tons).

c. Belgium and France: class 50 (45 metric tons, 50 short tons).

d. Netherlands: class 50 (maximum tire load, 5 metric tons (5.51 short tons)).

e. GE: class 50.

(1) Axle weights are as follows:

(a) Single axle: 10 metric tons (11.03 short tons).

(b) Double axle: 16 metric tons (17.64 short tons).

(2) Total allowable weight:

(a) Vehicle with no more than two axles: 16 metric tons (17.64 short tons).

(b) Vehicle with more than two axles: 22 metric tons (24.25 short tons).

(c) Tractor and semitrailer: 38 metric tons (41.88 short tons).

(d) Truck and trailer: 38 metric tons (41.88 short tons).

(e) Vehicle with two dual axles: 30 metric tons (33.08 short tons) provided the distance between the center lines of the dual axles is at least 4 meters (158 in) and the distance from wheelbase to wheelbase of each dual axle is at least 1 meter (39 in) but less than 2 meters (79 in).

**NOTE:** HEMTT vehicle meets this requirement.

4. For movements involving other countries, the provisions of STANAG 2154 apply.

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## Figure 2. Oversize or Overweight Vehicles

**t. Overweight Vehicle.** A vehicle, or combination of a vehicle and load, that exceeds the legal gross vehicle weight or any individual axle loadings set by the host nation. Figure 2 provides information on overweight vehicles.

**u. Pace Setter.** An experienced commissioned officer or NCO who rides in a vehicle at the head of each element in the march column, maintaining the rate of march needed to meet the established schedule. In the Netherlands, the pace setter is the escort. No other pace setter is authorized.

**v. Permissible Operating Distance (POD).** Maximum distance in a given direction to which an activity will dispatch NTV. A round-trip distance of 400 miles (250 km) is the POD in USAREUR.

**w. STANAG (NATO Standardization Agreement).** The record of an agreement among several or all of the member nations of NATO to adopt like or similar military equipment, ammunition, supplies, or stores; and operations, logistic, or administrative procedures.

**x. 1st Transportation Movement Control Agency (1st TMCA).** A subordinate command of 4th Transportation Command (4th TRANSCOM) responsible for movements control functions assigned to 4th TRANSCOM in accordance with HQ United States European Command (USEUCOM) Directive 64-1.

**y. *Verkehrskommandanturen (VerkKs)*.** German movement headquarters subordinate to the military district command controlling movement.

**z. Transportation Battalions (Movements Control) (Trans Bn (MC)).** 1st Transportation Movement Control Agency (1st TMCA) subordinate commands that, through their HMCT, exercise movements control and highway regulating authority for US Forces within assigned geographic areas (app A).

**aa. Movements Control Team (MCT).** A team subordinate to a Trans Bn (MC) or CMCC exercising movements control and highway regulating authority within an assigned geographic area of responsibility or as directed by movements control headquarters.

**bb. Highway Movements Control Team (HMCT).** An element of the Trans Bn (MC) that coordinates with the appropriate area host nation authority for passing march credits and movement bids to the requesting unit. The HMCT located in GE works directly with, and often is collocated with, the local *Verkehrskommandantur (VerkK)*. HMCT locations are listed in appendix A.

## 3. RESPONSIBILITIES

The safety, discipline, and appearance of US military vehicles on public roads are responsibilities of all levels of command.

a. The Commander in Chief, USAREUR, is responsible for the control of US Army motor vehicles operating on public roads.

b. The Deputy Chief of Staff, Logistics (DCSLOG), USAREUR, in coordination with the Commander, 1st TMCA, is responsible for preparing changes to this regulation as necessary.

c. The Deputy Chief of Staff, Personnel (DCSPER), USAREUR, is responsible for submitting recommended changes to this regulation pertaining to changes in traffic, vehicle safety requirements, and accident prevention.

d. The Commanders, V Corps, VII Corps, and 21st Support Command, will:

(1) Implement this regulation.

(2) Monitor and report on the timeliness and discipline of a minimum of 20 percent of convoy, oversize, and overweight movements through their geographic areas of responsibility. The designated convoy monitoring element normally is the area provost marshal office (PMO) and, in any case, should not be the local movements office charged with administrative responsibility for highway movements. The convoy monitoring agency will submit AE Form 55-1M (Convoy, Oversize/Overweight Vehicle Movement Observation Report) (fig 3) to the servicing MCT or HMCT within 3 workdays following convoy movement.

e. The Commander, 1st TMCA, is responsible for administering the functions associated with the movement of convoys and oversize or overweight vehicles over public roads. The Commander in Chief, USAREUR, has delegated authority to the Commander, 1st TMCA, to take final action on requests for exception to policy prescribed in this regulation. Additionally, the Commander, 1st TMCA, will:

(1) Coordinate routine peacetime military movement procedures in the US Army area of responsibility in GE (excl Berlin), Denmark, France, and BENELUX.

(2) Maintain liaison and coordinate, as required, with host nation representatives, concerning movements of US military vehicles on public roads.

f. MCT or HMCT will:

(1) Administer requests for movement bids between the requesting unit and *VerkKs*, who are the final road movements approval authorities.

(2) Advise destination HMCT of approved movements into areas of responsibility.

(3) Furnish to the delegated convoy monitoring element of the appropriate USAREUR major command essential information, at least 2 workdays in advance, on convoy, oversize, and overweight vehicle movements for which movement credits have been granted.

(4) Receive from the convoy monitoring element of the appropriate USAREUR major command a copy of AE Form 55-1M and forward it to the Commander, 1st TMCA, ATTN: AEUTR-MCA-SH, APO 09451.

g. Unit commanders or convoy commanders (or both) in charge of vehicle movements requiring a movement credit are responsible for:

(1) Ensuring timely preparation and submission of movement bids to the appropriate MCT or HMCT for convoy and oversize or overweight vehicle movement clearances (fig 1).

(2) Ensuring information submitted on movement bids is correct.

(3) Performing a map and ground route reconnaissance on routes that are unfamiliar or infrequently used.

(4) Ensuring orientation and safety briefings are conducted before vehicle departure (field manual (FM) 55-30).

(5) Ensuring compliance with applicable laws, rules, regulations, and instructions.

(6) Ensuring that only qualified drivers who possess a valid Standard Form (SF) 46 (US Government Motor Vehicle Operator's Identification Card) operate the type of vehicles authorized.

(7) Selecting reliable, experienced drivers for vehicles transporting ammunition and explosives, vehicles carrying other dangerous cargo (incl flammables), and vehicles used in emergencies (e.g., police patrol cars, fire trucks, ambulances).



CONVOY, OVERSIZE/OVERWEIGHT VEHICLE MOVEMENT OBSERVATION REPORT (USAREUR Reg 55-1)		DTG	REQUIREMENT CONTROL SYMBOL AEAGD-567
1. PLACE OF OBSERVATION		2. REPORTING ACTIVITY	
3. MOVEMENT CREDIT NUMBER		4. UNIT DESIGNATION	
5. NUMBER OF VEHICLES			
a. IN CONVOY _____ b. OVERSIZE/OVERWEIGHT _____ c. TRACKED _____			
6. NO VIOLATIONS _____			
7. VIOLATIONS OBSERVED			
a. _____ NO MOVEMENT AUTHORIZATION			
b. _____ BUMPER MARKING OBSTRUCTED			
c. _____ IMPROPER ESCORT			
d. _____ VEHICLES NOT MAINTAINING MINIMUM DISTANCE INTERVALS			
e. _____ CONVOY MARKER FLAG NOT SET			
f. _____ FAILURE TO FOLLOW SPECIFIED ROUTE			
g. _____ FAILURE TO FOLLOW SPECIFIED SCHEDULE			
(1) _____ LATE (2) _____ EARLY			
h. _____ EXCESSIVE SPEED			
i. _____ FAILURE TO MAINTAIN CORRECT TIME INTERVALS			
(3) _____ BETWEEN MARCH UNITS (4) _____ BETWEEN MARCH SERIAL			
j. _____ LOW BEAM HEADLIGHTS NOT ON			
k. _____ NO HIGHWAY WARNING DEVICES AND/OR REFLECTIVE TRIANGLES			
l. _____ NO FUNCTIONAL ROTATING AMBER WARNING LIGHT (RAWL)			
8. REMARKS (Continue on reverse side)			

AE FORM 62  
DEC 84

Implementation of The Modern Army Recordkeeping System (MARKS) (AR 25-400-2) changed AE Form 62 to AE Form 55-1M. Stocks of AE Form 62 should be used until exhausted.

Figure 3--AE Form 55-1M (Convoy, Oversize/Overweight Vehicular Movement Observation Report)  
(RCS AEAGD-567)

(8) Ensuring drivers are briefed on DD Form 836(AE) (Special Instructions for Motor Vehicle Drivers) and that it is completed and issued before departure from the home station. Figure 4 is a sample DD Form 836(AE). These commanders also will ensure that the appropriate forms in the AE Form 55-1 series are issued to drivers who are hauling hazardous cargo. Figure 5 is a sample AE Form 55-1 series form. The following are AE Form 55-1 series titles:

(a) AE Form 55-1A (Accident Information Sheet for Transporting Flammable Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint Below 21 Degrees Celsius)).

(b) AE Form 55-1B (Accident Information Sheet for Transporting Flammable Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint from 21 to 55 Degrees Celsius)).

(c) AE Form 55-1C (Accident Information Sheet for Transporting Combustible Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint Over 55 Degrees Celsius)).

(d) AE Form 55-1D (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.1 Ammunition or Explosives).

(e) AE Form 55-1E (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.2 Ammunition or Explosives).

(f) AE Form 55-1F (Accident Information for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.3 Ammunition or Explosives).

(g) AE Form 55-1G (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.4 Ammunition or Explosives).

(h) AE Form 55-1H (Supplementary Accident Information Sheet for Transport Containing Titanium Tetrachloride).

(i) AE Form 55-1I (Supplementary Accident Information Sheet for Transporting Ammunition Containing Hexachlorethane).

(j) AE Form 55-1J (Supplementary Accident Information Sheet for Transporting Ammunition Containing the Following Substances: Thermite (TH), Red Phosphorous (RP), or Pyrotechnical Substances or Generation of Light or Smoke (PT)).

(k) AE Form 55-1K (Supplementary Accident Information Sheet for Transporting Ammunition Containing White Phosphorus).

(l) AE Form 55-1L (Supplementary Accident Information Sheet for Transporting Ammunition Containing Calcium Phosphide).

(m) AE Form 55-1M (Convoy, Oversize/Overweight Vehicle Movement Observation Report).

(n) AE Form 55-1N (Road Movement Bid Credit Granted/*Marschanmeldung*).

(o) AE Form 55-1O (Accident Information Sheet for Transporting Ammunition or Explosives Containing Hazard-Class 1.2 Depleted Uranium).

(p) AE Form 55-1P (Accident Information Sheet for Transporting Ammunition or Explosives Containing Hazard-Class 1.3 Depleted Uranium).

(9) Reporting accidents (AR 385-40) or enroute delays promptly.

(10) Ensuring vehicles are functioning properly and are suitable for operation before being driven on public roads (e.g., mechanical condition checked, dirt and debris removed). These commanders also will ensure that public roads are cleared of any dirt and debris caused by vehicles.

SPECIAL INSTRUCTIONS FOR MOTOR VEHICLE DRIVERS INSTRUCTIONS SPECIALES POUR DES CHAUFFEURS DE CAMIONS SONDERANWEISUNGEN FÜR LKW-FAHRER ISTRUZIONI SPECIALI PER I CONDUCENTI DI AUTOVEICOLI		DATE Date Datum 28 Dec 84
<b>TO: (Carrier's Name and Trailer Number)</b> <b>A: (Name du Camionneur et No. de Remorque)</b> <b>AN: (Name des Transportunternehmers und Nummer des Fahrzeuges)</b> <b>A: (Nome della Spedizioniere e Numero dell'Autoveicolo)</b> 9th Ord Co Trailer # USA 139		<b>FROM: (Station Issuing Instructions)</b> <b>DE: (Station émettant les instructions)</b> <b>VON: (Dienststelle, welche die Anweisungen erteilt)</b> <b>DA: (Ufficio Emissante delle Istruzioni)</b> 7418 LS Ord Ammo Co Miesau Army Depot
<b>BILL OF LADING NUMBER</b> <b>No. du Lettre de Voiture</b> <b>Frachtwagen Nr.</b> <b>Numero di Polizza di Carico</b>	<b>THIS TRUCK IS LOADED WITH (Commodity Description)</b> <b>Le chargement de ce camion se compose de: (Description du matériel)</b> <b>Quasse Fahrzeug ist beladen mit (Beschreibung des Materials)</b> <b>Questo Autoveicolo e' Carico di (Descrizione della Merce)</b> Detonators For Ammunition. Class: 1.1B Serial 0073	
<b>PLACARDS (Specified by ICC Reg)</b> <b>Pliards (Specifié dans la regulation ICC)</b> <b>Beklebschild (Erläutert in der ICC Vorschrift)</b> <b>Cartelli (Come specificato dal Regolamento ICC)</b> See USAREUR Reg 55-355		
<b>IN CASE OF FIRE / EN CAS D'INCENDIE / IN BRANDFALL / IN CASO D'INCENDIO</b>		
<p>1. If any part of the truck outside of actual contents catches fire, take truck to a clear or uninhabited area, if practicable, and/or attempt to put fire out immediately with hand extinguishers or other available means. If practicable, ask someone to notify the fire department. Call to the attention of fire or police personnel at the scene of the fire the information on this form.</p> <p><i>Si une partie du camion prend feu (en dehors du chargement) conduire le véhicule dans un endroit désert et inhabité si possible, et/ou essayer d'éteindre avec un extincteur portatif ou d'autres moyens dont on dispose. Si possible, demander à quelqu'un d'informer le corps de pompiers. Appeler l'attention des pompiers ou agents de la police à la place du feu sur le contenu dans cette forme.</i></p> <p><i>Falls in einem Teil des Fahrzeuges ausserhalb seiner besonderen Ladung Feuer ausbricht, bringe das Fahrzeug, wenn möglich, zu einer freien oder unbewohnten Stelle, oder versuche, das Feuer sofort mit Handfeuerlöscher oder anderen verfügbaren Mitteln zu löschen. Wenn durchführbar, beauftragen Sie jemanden, die Feuerwehr zu benachrichtigen. Nachen Sie die Feuerwehr oder die Polizei an der Brandstelle auf den Inhalt dieser Form aufmerksam.</i></p> <p><i>Se una qualsiasi parte dell'autoveicolo, escluso il carico, prende fuoco, se possibile, portare il mezzo in zona aperta e disabitata o tentare immediatamente di spegnere l'incendio con estintori a mano ed altri mezzi disponibili. Se possibile, chiamare qualcuno perché informi i vigili del fuoco. Portare all'attenzione dei pompieri o della polizia accesa sulla scena le informazioni contenute in questo modulo per ciò che si riferisce all'incendio.</i></p> <p>2. Fires may be fought until the flames reach the cargo, at which time firemen and other personnel should be withdrawn to a safe distance, as noted in § below.</p> <p><i>Le feu peut être combattu jusqu'à les flammes atteignent le chargement. A ce point il faut que les pompiers et les autres personnes se retirent à une distance hors du danger, comme décrit dans le paragraphe 3 ci-dessous.</i></p> <p><i>Der Brand kann bekämpft werden bis die Flammen die Ladung erreichen. Alsdann sollen Feuerwehrleute und andere Personal bis auf sichere Entfernung zurückgezogen werden, wie in Abschnitt 3 vermerkt ist.</i></p> <p><i>L'incendio può essere domato fino a quando le fiamme raggiungono il carico, quindi i vigili del fuoco ed altre personale devono allontanarsi fino a raggiungere la distanza di sicurezza come specificato al sottindicato paragrafo 3.</i></p> <p>3. If in convoy, other trucks proceed to safe distance.</p> <p><i>Si dans un convoi: les autres véhicules doivent rouler à distance afin d'éviter le danger.</i></p> <p><i>Falls in Kolonne gefahren wird, müssen sich die anderen Fahrzeuge in sichere Entfernung begeben.</i></p> <p><i>Se in convoglio, gli altri autoveicoli procedano a distanza di sicurezza.</i></p> <p>4. Water may be used on this cargo (See Other Specific Precautions below)</p> <p><i>L'eau peut être utilisée pour ce chargement. (Voir les autres précautions spécifiées ci-dessous)</i></p> <p><i>Wasser kann auf dieser Ladung verwendet werden. (Sehen Sie unten die besonderen anderen Vorkehrungsmaßnahmen)</i></p> <p><i>L'acqua può essere usata per questo carico (Vedere le altre sottoindicate precauzioni specifiche)</i></p> <p>5. Firemen should not approach closer than 270 meters* X MARK from fire when the fire has reached the cargo, except for Group VI. (See Other Specific Precautions below).</p> <p><i>Si le feu a atteint le chargement les pompiers devraient garder une distance minimum de 270 mètres* du feu, à l'exception du Groupe VI.</i></p> <p><i>Wenn das Feuer die Ladung erreicht hat, sollten die Feuerwehrleute nicht näher als 270 Meter* an das Feuer herangehen, ausser der Gruppe VI. (Sehen Sie unten die anderen besonderen Vorkehrungsmaßnahmen)</i></p> <p><i>I vigili del fuoco non dovrebbero avvicinarsi alla fiamma più di 270 metri* quando l'incendio ha raggiunto il carico, eccetto per il VI Gruppo. (Vedere le altre sottoindicate precauzioni specifiche)</i></p> <p>6. Public should not approach closer than 300 meters* X MARK from fire.</p> <p><i>Le public doit garder une distance minimum de 300 mètres* du feu.</i></p> <p><i>Die Öffentlichkeit soll nicht näher als 300 Meter* an das Feuer herangehen.</i></p> <p><i>Gli abitanti non dovrebbero avvicinarsi alla fiamma più di 300 metri* quando l'incendio ha raggiunto il carico, eccetto per il VI Gruppo. (Vedere le altre sottoindicate precauzioni specifiche)</i></p> <p>7. As soon as practical notify the nearest military installation.</p> <p><i>Prévenir l'installation militaire la plus proche la plus tôt possible.</i></p> <p><i>Benachrichtigen Sie die nächst gelegene Militäreinheit zum frühest möglichen Zeitpunkt.</i></p> <p><i>Informare la più vicina installazione militare appena possibile.</i></p>		
<b>IN CASE OF ACCIDENT / EN CAS D'ACCIDENT / BEI UNFÄLLEN / IN CASO D'INCIDENTE</b>		
<p>1. Set brake and block vehicle to prevent movement.</p> <p><i>Mettre les freins à fond et bloquer le véhicule afin d'éviter tout mouvement.</i></p> <p><i>Bremsen anziehen und das Fahrzeug gegen weitere Bewegungen blockieren.</i></p> <p><i>Assicurare il freno e bloccare l'autoveicolo per prevenire il movimento.</i></p> <p>2. Post flags by day, and red electric lanterns or reflectors by night, warning traffic approaching from each direction.</p> <p><i>Mettre des drapeaux le jour, des lanternes électriques rouges ou des réflecteurs la nuit, afin de prévenir les conducteurs venant de toutes directions.</i></p> <p><i>Wappel bei Tag und rote elektrische Laternen oder Rücklichter bei Nacht aufstellen, um den Verkehr aus jeder Richtung zu warnen.</i></p> <p><i>Collocare le bandierine ed il triangolo se di giorno e le lanternette elettriche rosse o riflettori ed il triangolo se di notte, in modo che gli altri autoveicoli viaggianti nel due sensi siano avvertiti.</i></p> <p>3. Call for ambulance, if necessary.</p> <p><i>Appeler une ambulance, si nécessaire.</i></p> <p><i>Sanitätsauto rufen, falls erforderlich.</i></p> <p><i>Chiamare un'ambulanza se necessario.</i></p> <p>4. Notify nearest police.</p> <p><i>Prévenir la poste de police la plus proche.</i></p> <p><i>Wächter Polizeistation benachrichtigen.</i></p> <p><i>Informare la più vicina stazione di polizia.</i></p> <p>* The distances shown are minimum; greater distances should be used whenever possible.</p> <p><i>Les distances marquées sont le minimum; si possible, des plus grandes distances doivent être respectées.</i></p> <p><i>Die angegebenen Entfernungen sind ein Minimum; nach Möglichkeit sollten grössere Entfernungen eingehalten werden.</i></p> <p><i>Le distanze indicate sono quelle minime; maggiori distanze dovrebbero essere usate per quanto più possibile.</i></p>		
DD FORM 836 AE (1 Mar 71) PREVIOUS EDITION MAY BE USED UNTIL STOCKS ARE EXHAUSTED.		

Figure 4. Sample Completed DD Form 836(AE) (Special Instructions for Motor Vehicle Drivers)



<p><b>2. Notify nearest military installation if cargo is damaged.</b>  <i>Si le chargement est endommagé, il faut prévenir l'installation militaire la plus proche.</i>  <i>Dienststellen der die nächst gelegene militärische Einheit, wenn die Ladung beschädigt ist.</i>  <i>Notificare la più vicina installazione militare se il carico è danneggiato.</i></p> <p><b>NOTIFY:</b> (By phone or wire as soon as possible)  <b>PREVENIR:</b> (Par téléphone ou télégramme le plus tôt possible)  <b>ED BENACHRICHTIGEN:</b> (Telefonisch oder telegraphisch, so schnell wie möglich)  <b>AVVERTIRE:</b> (Per telefono o per telegrammi al più presto possibile)</p>		
<p align="center"><b>IN CASE OF BREAKDOWN / EN CAS DE PANNE / BEI FAHREN / IN CASO DI GUASTI</b></p>		
<p><b>1. Do not attempt to tow loaded vehicle.</b>  <i>Ne pas essayer de remorquer un véhicule chargé.</i>  <i>Das beladene Fahrzeug darf nicht abgeschleppt werden.</i>  <i>Non tentare di rimorchiare l'autoveicolo carico.</i></p> <p><b>2. Post flags by day and red electric lanterns or reflectors by night: warning traffic approaching from each direction.</b>  <i>Mettre des drapeaux le jour, des lanternes électriques rouges ou des réflecteurs la nuit, afin de prévenir les conducteurs venant de toutes directions.</i>  <i>Stellen bei Tag, und rote elektrische Laternen oder Reflektoren bei Nacht aufstellen, um den Verkehr aus jeder Richtung zu warnen.</i>  <i>Catene are to be handled as if triangles or di stumps: la lanternes électriques rouges ou réflecteurs ad il triangolo or di notte, in modo che gli altri autoveicoli vengano avvertiti.</i></p>		
<p align="center"><b>GENERAL PRECAUTIONS/PRECAUTIONS GENERALES/ALLGEMEINE VORSICHTSMASSNAHMEN/PRECAUZIONI GENERALI</b></p>		
<p><b>1. While operating over public roads, keep at least 300 feet from trucks loaded with explosives or other dangerous articles, a great or minimum distance must be maintained if required by state or municipal regulations.</b>  <i>Lorsque vous conduisez sur la voie publique, gardez une distance minimum de 300 mètres de tout camion chargé d'explosifs ou de matières dangereuses, une plus grande distance minimum de 300 mètres, si exigé par les autorités locales.</i>  <i>Während der Fahrt auf öffentlichen Straßen ist von Fahrzeugen, die mit Sprengstoffen oder anderen gefährlichen Gegenständen beladen sind, ein Mindestabstand von 300 Fuss (100 m) einzuhalten.</i>  <i>Tenere almeno a 300 piedi di distanza dagli autoveicoli che trasportano esplosivi od altro materiale dannoso, una superiore distanza minima di sicurezza deve essere tenuta se richiesta da regolamenti provinciali o statali.</i></p> <p><b>2. Protect the public from the hazards of the cargo.</b>  <i>Protéger le public contre les risques causés par le chargement.</i>  <i>Beschützen die Öffentlichkeit vor den Gefahren der Ladung.</i>  <i>Proteggere gli utenti stradali dai pericoli del carico.</i></p> <p><b>3. Do not allow smoking or use of matches or lighters in or near the vehicle.</b>  <i>Interdire de fumer et d'utiliser des briquets à l'intérieur ou auprès du camion.</i>  <i>Rauchen und das Gebrauch von Streichhölzern und Feuerzeugen an oder in der Nähe des Fahrzeuges ist nicht erlaubt.</i>  <i>Non permettere di fumare, usare fiammiferi o accendere nell'interno dell'autoveicolo o nelle sue vicinanze.</i></p> <p><b>4. Obey all state and local traffic regulations.</b>  <i>Se plier aux lois locales et nationales.</i>  <i>Befolgen alle staatlichen und örtlichen Verkehrsverordnungen.</i>  <i>Attenersi a tutte le regole del traffico locale e statale.</i></p> <p><b>5. Do not exceed posted speed limits.</b>  <i>Ne pas dépasser les vitesses limites affichées.</i>  <i>Die vorgeschriebenen Geschwindigkeitsbegrenzungen sind einzuhalten.</i>  <i>Non eccedere i limiti di velocità postabiliti.</i></p> <p><b>6. Stop at all railroad crossings.</b>  <i>S'arrêter à tous les passages à niveau.</i>  <i>Vor allen Eisenbahnübergängen ist anzuhalten.</i>  <i>Fermarsi a tutti i passaggi a livello.</i></p> <p><b>7. Use designated routes. Wherever possible, avoid congested residential or business areas.</b>  <i>Employer les routes indiquées. Eviter les zones industrielles et résidentielles les plus fréquentées.</i>  <i>Die vorgeschriebene Fahrstraße ist einzuhalten. Wenn irgend möglich, sind nicht besetzte Wohn- und Geschäftsviertel zu meiden.</i>  <i>Seguire le rotte predesignate. Evitare, ove possibile, le zone in cui il traffico è congestionato e cioè: zone residenziali ed industriali.</i></p> <p><b>8. Do not permit unauthorized persons to ride on vehicles.</b>  <i>Ne pas prendre dans votre véhicule des personnes non autorisées.</i>  <i>Das Mitfahren nicht dazu berechtigter Personen ist nicht erlaubt.</i>  <i>Non permettere alle persone non autorizzate di viaggiare nell'autoveicolo.</i></p> <p><b>9. At other than carrier rest stops or interchange points, select safe parking space at stopping locations designated by the carrier.</b>  <i>Vehicles carrying explosives should not group together at these stopping locations.</i>  <i>En cas d'arrêt le camion sur un autre lieu que celui désigné pour stationnement ou échange de camions, il faut user une place hors de danger (choisir par le camionneur). Les camions portant des matières explosives ne doivent pas stationner ensemble sur une place.</i>  <i>Bei Halten an anderen als von Transportunternehmen bestimmten Rast- und Abbiegeplätzen wählen daher Parkplätze in abgesonderten Gegenden.</i>  <i>Bei explosiver Ladung beladene Fahrzeuge sollen auf Parkplätzen nicht in Gruppen parken.</i>  <i>Oltre ai punti di ristoro designati, dello spedizioniere o luoghi di scambio, scegliere un parcheggio sicuro in luoghi di sicuro scostamento, dello spedizioniere.</i>  <i>Gli autoveicoli che trasportano materiale esplosivo non dovrebbero raggrupparsi in queste zone di sosta.</i></p> <p><b>10. Deliver shipment to receiving installation during normal working hours and only to persons authorized to accept it.</b>  <i>Delivrer le chargement à l'unité indiquée, pendant les heures de travail habituelles et seulement aux personnes autorisées.</i>  <i>Überbringen Sie die Ladung an die betreffende Einheit während der normalen Dienststunden und nur an befugte Personen.</i>  <i>Consegnare il carico alle installazioni riceventi durante le normali ore di lavoro e solo a persone autorizzate ad accettarlo.</i></p>		
<p align="center"><b>OTHER SPECIFIC PRECAUTIONS / AUTRES PRECAUTIONS SPECIFIQUES</b></p>		
<p align="center"><b>WEITERE BESONDERE VORSICHTSMASSNAHMEN / ALTRE PRECAUZIONI SPECIFICHE</b></p>		
<p align="center">Placards as prescribed in USAREUR Regulation 55-355</p>		
<p>These instructions must be transferred to each subsequent driver for turn-in at final destination. If more than 3 drivers are involved, the additional signatures should be made on an extra sheet and attached hereto.</p> <p><i>Ces instructions doivent être transmises à chaque chauffeur tour à tour afin d'être remises à destination finale. Si plus de 3 chauffeurs sont engagés, les signatures supplémentaires doivent être apposées sur une feuille jointe à ces présentes.</i></p> <p><i>Diese Anweisungen müssen jedem folgenden Fahrer jeweils Abfertigung am Bestimmungsort übergeben werden. Bei mehr als 3 Fahrern sind die zusätzlichen Unterschriften auf einem Extrablatt zu tätigen, das dieser Anweisung angeschlossen ist.</i></p> <p><i>Queste istruzioni devono essere trasferite dal primo autista ad ogni autista successivo per essere infine consegnate al punto di destinazione finale. Se più di tre autisti sono coinvolti le altre firme dovranno essere poste su un foglio addizionale escluso al presente.</i></p>		
<p><b>SIGNATURE OF SHIPPER REPRESENTATIVE</b>  <i>Signature de l'expéditeur ou de son représentant</i>  <i>Unterschrift des Beauftragten des Versenders</i>  <i>Firma del rappresentante lo Speditore</i></p> <p><i>C. D. Walker</i></p>	<p><b>SIGNATURE OF FIRST DRIVER</b>  <i>Signature du Premier Chauffeur</i>  <i>Unterschrift des ersten Fahrers</i>  <i>Firma del Primo autista</i></p> <p><i>J. P. Jones</i>  <b>J. P. Jones, SP4, USA</b></p>	
<p><b>SIGNATURE OF SECOND DRIVER</b>  <i>Signature du Second Chauffeur</i>  <i>Unterschrift des zweiten Fahrers</i>  <i>Firma del secondo autista</i></p>	<p><b>SIGNATURE OF THIRD DRIVER</b>  <i>Signature du Troisième Chauffeur</i>  <i>Unterschrift des dritten Fahrers</i>  <i>Firma del terzo autista</i></p>	

Figure 4. Sample Completed DD Form 836(AE) (Special Instructions for Motor Vehicle Drivers) (Cont)

**ACCIDENT INFORMATION SHEET FOR TRANSPORTING FLAMMABLE LIQUIDS BY US MILITARY VEHICLES**  
(USAREUR Reg 55-1)

## HYDROCARBONS

**As liquid, pure substance or mixture with flashpoint  
from 21° C to 55° C**

**30**

**1223**

<b>Designation of cargo:</b>	Fuel, turbine vehicle, aircraft Gasoline, special	<b>F 34, F 35 S 752</b>	<b>Class 3 Item 31c</b>
<b>Characteristics of cargo</b>	Mostly colorless liquid with perceptible smell - Cannot be mixed with water - Lighter than water		
<b>Dangers:</b>	- Readily flammable (flashpoint between 21° C and 55° C) - Highly volatile - Vapors are invisible, heavier than air and spread out on the ground - Forms explosive mixtures with air, also in empty containers which have not been cleaned - Heating leads to increased pressure, danger of bursting and explosion		
<b>Protective equipment:</b>	- NBC protective equipment, personal - Gloves, acid resistant (i.e., rubber) - Eyewash bottle with 500 milliliters of water		

**EMERGENCY MEASURES** Immediately notify fire department, police and military police

- Keep from open flame or other sources of ignition (no smoking)
- Drive vehicle to open terrain, if possible
- Switch off engine
- Keep away from ignition sources (e.g., no open fire)
- Prohibit smoking
- Secure road and warn other road users
- Stay upwind
- Keep unauthorized persons away.

**Leakage**

- Repair leaks, if possible
- Prevent leaking of liquids into drainage systems, pits and cellars.
- Cover liquids with soil or similar substances, call an expert
- Warn all persons of the danger of explosion. Evacuate if required.
- If the substance has leaked into water or drainage systems or contaminated the soil or plants, inform fire department and police accordingly

**FIRE**

- Cool containers with water spray in case of fire
- Extinguish with extinguishing powder, foam, halones or water spray
- Never use strong water jet

**FIRST AID**

- If substance has infected the eyes, rinse immediately with plenty of water for several minutes
- Immediately remove soaked clothes

Additional information by the manufacturer or sender:

Telephone Inquiry:

Issuing authority of this information sheet:

**COMMANDER IN CHIEF  
UNITED STATES ARMY, EUROPE  
ATTN: AEAGD-T  
ROEMERSTRASSE 168  
6900 HEIDELBERG**

AE FORM 55-18  
MAR 87

All other editions are obsolete  
**VALID ONLY DURING ROAD TRANSPORTATION**

ENGLISH/ENGLISCH

Figure 5. Sample AE Form in the 55-1 Series (in English).

(11) Ensuring that the convoy commander or his or her representative keeps a completed AE Form 55-1N (Road Movement Bid Credit Granted/*Marschanmeldung*) or STANAG 2155 with the valid march credit number.

h. Shipping activities personnel are responsible for providing accurate information (e.g., dimension and weight data) on military cargo or equipment for highway shipment. These personnel will issue the appropriate forms (in English and German) in the AE Form 55-1 series for specific hazard-class cargo (fig 5).

#### **4. COMMENTS AND RECOMMENDATIONS**

Comments and recommendations regarding this regulation will be forwarded to the Commander, 1st TMCA, ATTN: AEUTR-MCA-SH, APO 09451. Suggestions should be submitted on DA Form 2028 (Recommended Changes to Publications and Blank Forms).

## **SECTION II POLICY**

### **5. GENERAL**

a. Economic and efficient operations will be achieved by providing maximum service with a minimum number of vehicles.

b. Military motor vehicles will be operated under the highway regulations of the transited host nation and as prescribed in this regulation and AR 385-55.

c. In GE, vehicles used for towing operations must carry a copy of the permit (i.e., German and English translations) granting US military vehicles permission to tow military equipment on the highway (i.e., *Autobahn*) and off the *Autobahn* onto a secondary road, but not onto the *Autobahn* from a secondary road.

### **6. OFFICIAL USE OF VEHICLES**

a. The official purpose of a vehicle's use will be resolved to comply with statutory restrictions when questions arise. The following guidance is furnished on the official use of vehicles:

(1) Government owned or hired vehicles may be used to provide transportation, wholly or in part, for personnel going to or returning from temporary duty (TDY) stations when transportation is authorized by an official travel order and when the travel to and from the duty station is 400 miles (i.e., 640 kilometers (km)) or less. The use of a Government or rented vehicle generally will be prohibited in areas that have adequate duty bus systems. Commanders of USAREUR major commands may grant exceptions to the 400-mile permissible operating distance and may delegate this authority at their discretion.

(2) Additional guidance on the official use of vehicles is contained in AR 58-1, chapter 4.

b. Transportation by Government vehicles will be for the purpose of accomplishing primarily official or authorized missions. Transportation will not be provided if justification is based wholly or largely on reasons of grade, prestige, or personal convenience.

### **7. RESTRICTIONS**

a. Host nation authorities may impose special restrictions to limit the use of certain public roads, require movements during specific times, or restrict the movement of some types of vehicles. Host nation restrictions apply to military motor vehicle traffic. Deviations from host nation regulations are not authorized except in a military emergency or necessity and then only with proper regard for public safety and order and approved by competent authority.

(1) The Commander, 1st TMCA (AEUTR-MCA-SH), will:

(a) Forward information concerning restrictions.

(b) Approve or disapprove exceptions to policy for convoy and oversize or overweight movements when German traffic restrictions are imposed after a special determination of military necessity is made (para 15).

(c) Approve or disapprove single vehicle movements of high priority (e.g., mail, subsistence, ALOC) cargo on trucks exceeding 7½ metric tons but not oversized or overweight during restricted periods.

(d) Provide specific guidance to CMCC and Trans Bn (MC) concerning movements in (c) above.

(2) Servicing CMCC, MCT, and HMCT will:

(a) Coordinate and forward requests for movements when traffic restrictions are imposed by other countries (except GE) on a case-by-case basis through applicable host nation military road traffic control organizations.

(b) Issue a movement credit, if required.

(c) Verify requests for high priority cargo movements during restricted times except for mail and ALOC. Approve or disapprove single vehicle movements based on 1st TMCA guidance.

b. The following vehicle movements are not allowed from 0001 to 2200 on Sundays and German holidays and may be restricted further by local civilian authorities:

(1) Convoy and oversize or overweight vehicles (incl tracked vehicles).

(2) Trucks that exceed 7½ metric tons (i.e., 16,500 lbs or over) in gross vehicle weight (without trailers).

c. German authorities add additional restrictions on some *Autobahns* during the peak summer holiday period (fig 7).

d. Infiltration of individual vehicles not included in b above can be made at a rate of not more than 10 vehicles per hour per start point and will not exceed 10 vehicles per hour if routings merge.

e. Military movements are prohibited during French and Belgian holidays (fig 7). Also, movements are not allowed in Belgium:

(1) From 1500 the day before a holiday until 0600 the day after the holiday.

(2) From 1500 Friday to 1000 Monday on express highways (*Autoroute*) and from 0600 Saturday to 0600 Monday on standard highways.

(3) By outsize vehicles on express highways (*Autoroute*).

f. Movements in the Netherlands are allowed:

(1) At all times for standard military vehicles (i.e., not exceeding standards in fig 2).

(2) For oversize, overweight, ammunition, tracked, or convoy movements of more than 10 vehicles, only when approved by the Netherlands National Territorial Command (NTC).

(3) For march units not exceeding 25 vehicles. Permission for march units of more than 25 vehicles must be granted by the NTC. Unit commanders must submit justification for exception to this limit with the request.

g. Movements in Luxembourg are allowed:

(1) At all times for standard military vehicles (i.e., not exceeding standards in fig 2).

(2) For oversize, overweight, or convoy movements of more than 5 vehicles, only when approved by the Luxembourg Ministry of Transportation (MOT) (via MCT Kaiserslautern).



Figure 6. (Rescinded)

Federal Republic of Germany:																	
Laender (States)																	
		1 Jan	6 Jan	Good Friday	Easter Monday	1 May	Ascension Day	Whitmonday	Corpus Christi	17 Jun	14 Jul	21 Jul	15 Aug	1 Nov	11 Nov	Day of Repentance	25 & 26 Dec
		New Year's Day	Epiphany														
Baden-Wuerttemberg		X	X	X	X	X	X	X	X	-	-	-	X	-	X	X	
Bayern		X	X	X	X	X	X	X	X	-	-	X	X	-	-	X	
Berlin		X	-	X	X	X	X	-	X	-	-	-	-	-	X	X	
Bremen		X	-	X	X	X	X	-	X	-	-	-	-	-	X	X	
Hamburg		X	-	X	X	X	X	-	X	-	-	-	-	-	X	X	
Hessen		X	-	X	X	X	X	X	X	-	-	-	-	-	X	X	
Niedersachsen		X	-	X	X	X	X	-	X	-	-	-	-	-	X	X	
Nordrhein-Westfalen		X	-	X	X	X	X	X	X	-	-	-	X	-	X	X	
Rheinland-Pfalz		X	-	X	X	X	X	X	X	-	-	-	X	-	X	X	
Saarland		X	-	X	X	X	X	X	X	-	-	X	X	-	X	X	
Schleswig-Holstein		X	-	X	X	X	X	-	X	-	-	-	-	-	X	X	
Belgium		X	-	-	X	X	X	-	-	-	X	X	X	X	-	X	
France		-	-	X	X	-	-	X	-	-	-	-	X	-	-	-	

Figure 7. General Holidays

h. Rescinded.

i. Military vehicles will be controlled during adverse weather conditions as follows:

- (1) Adverse weather or road conditions may require suspension of operations of military vehicles in the interest of safety. Unit commanders will determine the need to suspend motor vehicle operations.
- (2) If a suspension of operations is declared after normal duty hours, unit personnel providing military vehicles will not dispatch any military vehicle from their motor pool area until restrictions are lifted.
- (3) Personnel who have a military vehicle dispatched to them will exercise caution concerning vehicle operations if a condition arises that usually would result in the suspension of military vehicle operations during normal duty hours.
- (4) Suspension of motor restrictions under (1), (2), and (3) above does not apply to military police and emergency vehicles or vehicles supporting high priority missions as determined by commanders of USAREUR major commands.

j. Certain roads and bridges are closed to vehicles that exceed weight limitations posted on international road signs. This restriction exists in order to avoid damage to roads and bridges during thaw periods (i.e., usually late Feb and Mar). Unit or convoy commanders will ensure drivers are aware of the purpose and necessity of following posted limitations. Information on traffic restrictions and recommended routes may be obtained from the local provost marshal, the MCT, or the HMCT.



## **8. MOVEMENT CREDITS (CLEARANCES)**

A movement credit will be obtained as prescribed in paragraph 15 for the following types of vehicle movements:

- a. Convoys and oversize or overweight vehicles (fig 2).
- b. Tracked vehicles moving on their own tracks.
- c. Vehicles on *Autobahns* (i.e., at speeds less than 60 km per hour).
- d. Vehicles operating when road restrictions have been imposed (para 7). This excludes movements of individual vehicles over 7½ metric tons but not oversize or overweight when approved by the Commander, 1st TMCA, through the servicing Trans Bn (MC).
- e. Vehicles carrying explosives or other hazardous articles across international borders.
- f. Vehicles carrying LANCE missile main assemblages in GE.

## **9. PETROLEUM, OILS, AND LUBRICANTS REQUIREMENTS**

- a. Convoy commanders will make necessary refueling arrangements before leaving their home stations and normally will use AE Form 5- series (USAREUR Official Fuel Coupons) for refueling while en route.
- b. Drivers of convoy vehicles will carry sufficient amounts of lubricants and oils during movement to avoid using commercial sources.

## **10. TRANSPORTATION OF EXPLOSIVES AND DANGEROUS CARGO**

- a. Unclassified explosives, poisons, or other dangerous articles (para 2b) will be transported as prescribed in USAREUR Regulation 55-355 and STANAG 2938. Paragraph 2b provides information on LANCE missile movements.
- b. Shipments of dangerous articles will follow the laws, regulations, and international agreements of each transited host nation. When standards between authorities conflict, the higher safety standard will prevail.
- c. Unit commanders or convoy commanders will ensure that provisions of USAREUR Regulation 55-355 and local applicable regulations and command directives are followed.

## **11. SPEED**

Convoy commanders will ensure that:

- a. Speed limits imposed by host nations are obeyed (except when lower limits are established by this reg). Senior occupants will ensure vehicles are operated at prescribed speeds.
- b. Maximum speed limits are not exceeded. Figure 8 is a chart showing maximum speed limits. These maximum speed limits will be observed unless host nation speed limits are lower.
- c. Prescribed speed limits for special missions, exercises, and other necessary activities are not exceeded.
- d. Speed is reduced, as appropriate, to ensure safe operation based on road, weather, and traffic conditions.

## **12. MANEUVER AND FIELD EXERCISES**

- a. Maneuver rights do not include movement credits to and from the maneuver rights area. Unit commanders will obtain these credits under the provisions of paragraph 15. The initial movement from home station to the maneuver rights area will be reported to the regional MCT or HMCT according to the times shown in figure 1. Units must have movement credits to move to and from their tactical positions before start of exercise (STARTEX) even though the entire movement may be within the maneuver rights area.

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**Miles Per Hour (MPH)/Kilometers Per Hour (KPH)**

	<b>Cities</b>	<b>Autobahn</b>	<b>Other Roads</b>
<b>1. Military Vehicles.</b>			
a. Commercial design vehicles (except as restricted in g below)	31/50	55/88	55/88
b. Ambulance, commercial and tactical	31/50	55/88	40/65
c. Bus, all types with passengers seated	31/50	50/80	40/65
d. Bus, all types with passengers standing	31/50	not auth	not auth
e. Truck, 1/4 or 1 1/4 T (w/wo trailer) (incl M151)	31/50	50/80	37/60
f. Truck and truck tractor, 1½ T and over (w/wo trailer)	25/40	50/80	37/60
g. Commercial design trucks and truck tractors, 5 T and over (w/wo trailer)	31/50	50/80	37/60
h. Tracked vehicles	12/19	31/50	25/40
i. Oversize, overweight, and towed vehicles only for single vehicle moves	31/50	50/80	37/60
	(or slower as prescribed by commander concerned)		
j. Trucks transporting ammunition, explosives, and dangerous cargo	25/40	50/80	40/65
k. March columns, without consideration of type of vehicles that would further restrict speed	31/50	37/60	37/60
l. Security vehicles	May operate at speeds greater than 55 MPH or 88 KPH.		

**2. General.** Local commanders may set lower limits for speed limits shown in paragraph 1. Commanders will determine if lower speeds are needed for safe operation of military vehicles if existing traffic, vehicle type, driver experience, or road and weather conditions require this action.

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**Figure 8. Maximum Speed Limits**

b. The maneuvering unit will coordinate, in advance, movement of convoys or oversize or overweight vehicles on public roads, bridges, and highways in the maneuver area (incl passage through towns and cities). Coordination will be made with local German police officials and, when possible, with appropriate MCT or HMCT. This coordination is to ensure a minimum of interference with civilian traffic and to determine if roads and bridges are adequate to handle these vehicles.

c. Convoy commanders will ensure vehicle bumper markings are not removed during movement to and from a maneuver area. Convoy commanders are responsible for ensuring driver and vehicle identification is made available to authorities (e.g., foresters, military or civilian police) when requested.

d. Convoy commanders will ensure that movement numbers and other convoy identification markings are displayed according to the provisions of STANAG 2154 and this regulation during movements over public roads.

### **SECTION III**

#### **PROCEDURES FOR VEHICLE MOVEMENTS**

#### **13. GENERAL**

Within the framework of the Transportation Operational and Organizational Plan (TROOP), the ultimate goal is to provide a single point of contact (i.e., the MCT) for transport services to include highway regulation. While this process is underway, CMCC and Trans Bn (MC) are authorized to supplement road movement bid flow procedures to suit geographic and command requirements. Supplements will be sent to the Commander, 1st TMCA, ATTN: AEUTR-MCA-SH, APO 09451. STANAG requests and formats are described in appendix C and can be used interchangeably with the revised AE Form 55-1N. Units operating in Italy will follow the movement procedures in USAREUR Regulation 55-355.

a. The unit commander will submit a request for clearance on revised AE Form 55-1N or STANAG 2155 (app C) and receive approval (i.e., movement credit) as follows:

(1) Divisional Units. Movement bids will be passed to the HMCT in whose area the movement originates (see app A, tab I) through the division movements control office as directed by the supporting CMCC or Trans Bn (MC).

(2) Nondivisional Corps Units. Movement bids will be passed to the HMCT in whose area the movement originates (see app A, tab I) as directed by the supporting CMCC or Trans Bn (MC).

(3) Noncorps Units. Movement bids will be passed to the HMCT in whose area the movement originates (see app A, tab I) as directed by the supporting CMCC or Trans Bn (MC).

b. Unit commanders will submit requests for a return movement clearance, when not processed at the home station, according to a above.

c. Unit commanders are responsible for the accuracy of weights and measurements on AE Form 55-1N or STANAG 2155. Weights and dimensions will be in metric measurements. Additionally, particular emphasis should be placed on vehicle distinction (i.e., M60A1, M60A3).

d. The MCT or HMCT will issue movement credits and numbers (i.e., movement orders) only after coordination with and approval by host nation authorities. Host nation approved clearances and routings are binding and are an order of the Commander in Chief, USAREUR. Unit commanders requesting changes to an approved clearance will submit requests according to times in figure 1. This request will be forwarded according to a above.

e. Units desiring to leave trailers in another country and return to GE must specify these arrangements on AE Form 55-1N or STANAG 2155.

f. Drivers of military vehicles crossing international borders will carry the following documents (STANAG 2155 and STANAG 2176):

(1) SF Form 46 (US Government Motor Vehicle Operator's Identification Card).

(2) DD Form 2A(ACT) (Active Duty Military ID Card).

(3) AE Form 420 (Triptyque).

(4) AE Form 475-R (NATO Travel Order) (STANAG 2026). AE Form 475-R is in USAREUR Supplement 1 to AR 310-10.

(5) Official travel orders (driver's authority for journey).

(6) List of emergency telephone numbers, to include the host nation's law enforcement agency.

g. The documents in f(3) and (5) above may be combined in one document at the unit level. These documents will be shown to border control personnel on request. Additionally, the driver of a military vehicle moving without a movement credit will present a written certificate to the customs agency at the border crossing point regarding duty-free items in accordance with STANAG 2176. Figure 9 is a format for a customs certificate. The certificate may be typed on plain bond paper or on DA Form 2496 (Disposition Form).

h. Danish authorities require drivers of military vehicles, moving with or without a movement credit, to present certificates similar to the formats shown in figures 10 and 11 for duty-free items. Drivers will present customs documentation and observe duty-free import, export, and transit procedures in other host nations in accordance with the North Atlantic Treaty Organization Status of Forces Agreement (NATO SOFA), STANAG 2176, and USAREUR Regulation 55-355.

i. Unit commanders must submit the following information (according to times shown in fig 1) to the servicing HMCT or MCT. This information is used for border crossings into Denmark for vehicle movements not requiring a movement credit (i.e., movement of 1 to 19 vehicles):

- (1) Unit and number of personnel transported (incl drivers).
- (2) Number and type of vehicles (incl bumper markings on each vehicle).
- (3) Time and place of border crossing (entry and exit).

j. Based on the above notification, Danish movement authorities will inform the appropriate police and custom authorities of the border crossing 2 weeks before the scheduled move.

k. Arrival times at border crossing points must be met.

l. CMCC and Trans Bn (MC) commanders will submit a Monthly Road Movement Bid Deviation Report according to appendix D.

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#### **CUSTOMS CERTIFICATE**

I \_\_\_\_\_

of \_\_\_\_\_

certify that all the necessary measures have been taken to ensure that the personnel of this convoy are carrying no prohibited goods or goods in excess of the allowances as specified in current orders and in accordance with the North Atlantic Treaty Organization (NATO) Status of Forces Agreement (SOFA).

Convoy State: \_\_\_\_\_

Vehicles: \_\_\_\_\_

Officers: \_\_\_\_\_

Other Information: \_\_\_\_\_

Personnel: \_\_\_\_\_

Date: \_\_\_\_\_

(Signature) \_\_\_\_\_

(Rank) \_\_\_\_\_

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**Figure 9. Format for Customs Certificate**

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### CERTIFICATE OF POL AND RATIONS

This is to certify that my unit of \_\_\_\_\_ personnel and vehicles \_\_\_\_\_ is training in Denmark for \_\_\_\_\_ days.

I certify that my unit is only importing petroleum, oil, and lubricants (POL) for its personal use.

I further certify that any imported POL and rations that are not used during the training will be brought out of Denmark when we leave.

Signed: \_\_\_\_\_

Rank: \_\_\_\_\_

Unit: \_\_\_\_\_

Date: \_\_\_\_\_

---

**Figure 10. Format for Certificate of Petroleum, Oils, and Lubricants; and Rations**

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### CERTIFICATE OF DUTY FREE ITEMS

This is to certify that my unit of \_\_\_\_\_ personnel is training in Denmark for \_\_\_\_\_ days, and is importing the following stock for its own personal use during the stay:

\_\_\_\_\_ cigarettes  
\_\_\_\_\_ liters of wine  
\_\_\_\_\_ liters of spirits  
\_\_\_\_\_ liters of beer

Signed: \_\_\_\_\_

Rank: \_\_\_\_\_

Unit: \_\_\_\_\_

Date: \_\_\_\_\_

---

**Figure 11. Format for Certificate of Duty Free Items**

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## 14. CONVOYS AND OVERSIZE OR OVERWEIGHT VEHICLE MOVEMENTS

**a. Movement Credits.** Host nation movement authorities will provide approval for movement (i.e., a movement credit) to the requesting unit through MCT or HMCT channels. This movement credit grants the moving unit permission to move over a specified route at a fixed time as prescribed in the movement instructions issued with the movement credit. Movement credits and routings provided through host nation authorities are binding and are an order of the Commander in Chief, USAREUR. USAREUR units should understand that final approval or disapproval for movements requiring a movement credit rests with the proper host nation authority. Units cannot begin movement until the movement credit is granted.

(1) At the same time that the movement credit is issued, a movement number is allocated. This movement number, once issued, becomes a movement order. The movement number will identify the move during the entire road movement. A movement number is composed of eight characters (e.g., 14 GE EB 29).

(2) The first two numbers indicate the day of the month the movement will begin.

(3) The first two letters indicate the national symbol of the country authorizing the move.

(4) The second two letters indicate the authority (*VerkK*) granting the clearance.

(5) The second two numbers tell the number of the clearance for that date.

#### **b. Organization.**

(1) A march unit normally will not exceed 25 vehicles. For control purposes, a march serial will be limited to no more than five march units.

(2) At least 5 minutes will separate march units and at least 15 minutes will separate march serials on the open road.

(3) The interval between vehicles in an open column march unit will be a minimum of 100 meters (110 yards), or a 6-second interval, on *Autobahns*, and 50 meters (60 yards), or a 4-second interval, on secondary roads (excl congested areas). March units will reduce speed and vehicle intervals when approaching congested areas and proceed under closed column.

(4) The interval may be reduced to 25 meters (30 yards) or a 2-second interval, whichever is greater, for movements through cities. Prescribed distance will be resumed after clearing the congested area. Convoy commanders may order the gap between vehicles reduced enough to permit visibility of the preceding vehicle during inclement weather or when road conditions are poor. Convoy commanders may not reduce this gap if such a reduction prevents safe passing of convoy vehicles by civilian traffic.

(a) Convoy commanders will ensure that principles of march discipline are observed at all times (FM 55-30, chap 5).

(b) Drivers will be afforded adequate time for rest. Adequacy of time will be decided by considering the arrival time of the last convoy element, at any point, when determining the number of vehicles placed in a large march column.

(c) Guide personnel, as necessary, will facilitate the safe, continuous flow of civilian traffic in the event of stopped convoys or vehicles.

1. Guide personnel, as well as road guards, wrecker operators, and other personnel, should use reflectorized clothing when walking on or near public roadways. DA Pamphlet 385-3 contains information on sleevelet bands (national stock number (NSN) 8465-00177-4976) and safety vests (NSN 8415-00-177-4974) that can be used for these purposes.

2. Drivers will stop vehicles off the pavement and clear of intersections. Drivers also will ensure intervals in halted convoys are closed. Drivers will use caution when resuming movement. Personnel in trail vehicles will post a guard with the proper reflective clothing to warn approaching traffic.

3. Drivers wishing to pass have responsibility to determine safe passing conditions. Drivers will be instructed to assist passing vehicles by slowing down and providing adequate space for passing vehicles to return to the traffic lane.

(d) Drivers in military convoys must follow special rules concerning movement through intersections. When a military convoy, with proper markings and intervals, is moving through an intersection (only in GE) with a traffic light, other traffic should stop to permit the convoy to continue through the intersection even though the light may have changed.

1. In the absence of local German police, military personnel on the ground must warn approaching civilian traffic of the convoy passing through the intersection. Such personnel must wear reflectorized clothing to increase their visibility in order to be easily recognized as warning guides. Military personnel on the ground may serve only in a warning and not in a regulatory or police capacity with regard to civilian traffic.

2. Motor vehicles may be used for warning purposes. Motor vehicles may not block the traffic lane. The convoy has the right of way only if other drivers have been warned sufficiently.

3. Other traffic is obliged by German law to stop and permit a convoy to continue through an intersection once it has entered it, but the convoy has no authority to enforce its right of way on other traffic. If a driver ignores the warning and fails to yield right of way to the convoy, military personnel may not take action to force the driver to stop the vehicle. Military personnel should report to the local German police who may then cite the driver for violating German traffic law.

4. Convoy commanders should seek local German police assistance to regulate traffic before warning civilian traffic, when possible.

(e) Host nation military and civilian police have the authority to override approved clearances. Drivers should be instructed to obey police instructions.

**c. Route and Schedule.** Unit or convoy commanders are prohibited from changing convoy routes, schedules, or composition without approval of the CMCC, HMCT, or Trans Bn (MC) that issued the movement credit. Because changes in departure time of more than 15 minutes require a new movement credit, the appropriate commander must contact the Trans Bn (MC) or HMCT and request a new time. Commanders of convoys not requiring clearance (i.e., no tracks, oversize or overweight, under 20 vehicles) will avoid congested areas. Movement through these areas during peak traffic periods is strongly discouraged.

**d. Identification of March Columns.** Convoy commanders will:

(1) Identify each march column by convoy flags and a movement number. Flags should be approximately 30 centimeters (cm) (12 in) high by 45 cm (18 in) wide. Flags are available through supply channels.

(2) Identify each convoy, oversize, or overweight vehicle movement receiving a movement credit by the movement number issued by the MCT. This number identifies the column during the movement and will be prominently marked on both sides of each vehicle, on the front of the leading vehicle, and the rear of the last vehicle of each organized element of the column.

(3) Mount flags on the left side of each vehicle unless traveling in a country where driving on the left side is practiced. Flags then will be mounted on the right side.

(a) The leading vehicle of each march unit will display a blue flag (NSN 8345-00-543-6912) and at least one but not more than two rotating amber warning lights (RAWL). The leading vehicle also will have a sign with the words "Convoy Follows" in English and in the language of the host nation or nations transited.

(b) The last vehicle of each march unit will display a green flag (NSN 8345-00-543-6913), at least one but not more than two RAWL, and a sign with the words "Ende der Kolonne - Convoy Ends - Dieses Manoeuver Dient Ihrer Sicherheit" in 3-inch letters on a background board 18 by 48 inches. Lettering on the sign will be black on a nonglare white background. The sign will not obscure taillights, directional signals, or factory-installed reflectors.

(c) The march unit commander will display a black and white flag (NSN 8345-00-543-6911).

(d) The convoy commander will determine which remaining vehicles should be equipped with RAWL, based on visibility, weather conditions, and convoy spacing. Use of RAWL is prohibited in the Netherlands.

(e) Convoy commanders will ensure that vehicles use headlights on low beam in the daytime as a control measure. In France, headlights will not be used during daylight hours.

(f) Unit or convoy commanders will ensure that tracked vehicles operating singly (with required escort (e below)) or in convoy on public roads in GE are equipped with a RAWL (NSN 2590-01-107-9696) and marked with reflective tape to identify the outside corners of the vehicle. The RAWL will be used while in convoy ((d) above).

(g) Convoy commanders will identify convoys operating in or through the Netherlands as follows:

1. Leading vehicle: two blue flags (right and left) and one blue transparent cover on the right headlight. Headlights will be on low beam ((e) above).

2. Last vehicle: one green flag (right) and one green transparent cover on the right headlight. Headlights will be on low beam ((e) above).

3. All other vehicles: one blue flag (right) and one blue transparent cover on the right headlight (STANAG 2154). Headlights will be on low beam ((e) above).

#### **c. Escorts.**

(1) Civilian police officials and, if appropriate, the community provost marshal will be notified when a delay is anticipated in reaching a prearranged meeting place.

(2) An escort is required for oversize or overweight vehicles (excl (4) below). The escort will consist of two vehicles (excl (3) and (4) below) equipped with at least one but no more than two functional RAWL. The responsible Trans Bn (MC), CMCC, or HMCT will advise the supporting community provost marshal of the civilian police escort requirements. The escort will be positioned to warn oncoming and overtaking vehicles and allow drivers of these vehicles to reduce or adjust their speed, if appropriate. The MCT or HMCT, in coordination with host nation movement authorities, will determine an appropriate escort for the movement. A military police (MP) or host nation police escort equipped with a functional rotating flashing blue light will be provided, if available. The moving unit will provide the necessary escort vehicles equipped with functional RAWL if a civilian police escort is not available.

(a) Unit commanders may use any military vehicle (e.g., M151, M880) as a lead escort vehicle. The trail escort vehicle (TEV) must be a 2½-ton truck or larger and cannot be a tracked vehicle or M561 Gamma Goat. When 2½-ton or larger trucks are not available, unit commanders will use a 1-ton or larger truck.

(b) The TEV will not transport troops or hazardous materials. The TEV may have a trailer if it is lighted adequately and the RAWL is clearly visible from the rear. Escort vehicle drivers will use RAWL during escort. Vehicles may not exceed the dimensions listed in figure 2. Each march unit must have its own TEV because of distances often experienced during convoy operations.

(3) The escort requirement is reduced to a single vehicle with a functional RAWL, if the oversize or overweight vehicle is equipped with a functional RAWL. A single escort will trail the oversize or overweight vehicle on *Autobahns* and lead the oversize or overweight vehicle on secondary roads. This requirement also applies for movement in maneuver rights and field exercise areas.

(4) Overheight vehicles normally require a movement credit. Single overheight vehicles may move without an escort during daylight. All outsized vehicles require an escort in the Netherlands.

(5) Requests for waivers to escort requirements for convoys and oversize or overweight vehicles during major exercises (e.g., return of forces to Germany (REFORGER)) in the maneuver area will be evaluated by the Commander, 1st TMCA. If the request is approved, the waiver will be included in the safety and logistics annexes of the appropriate operation plan or order. Unit commanders will send requests for determination of waivers to the Commander, 1st TMCA, ATTN: AEUTR-MCA-SH, APO 09451, at least 3 months before the date of the exercise. Requests will contain, as a minimum, the reason for the escort modification and a description of the steps the unit will take to ensure driver and public safety. Unit commanders will identify a point of contact on request.



(6) Personnel of the *Koninklijke Marechaussee* (Royal Military Police) will escort military road movements consisting of one or more outsize vehicles operating in or through the Netherlands. A Netherlands MP escort must be requested for columns of 10 or more standard size (not outsized) vehicles. In the Netherlands, escorts also will be provided by specialized personnel for all military road transports of ammunition (excl the basic load of ammunition carried in a vehicle or carried by a unit that is moving as a whole when the quantity of explosive material does not exceed 5 kilograms (kg) (11 lbs)).

## 15. PROCEDURES FOR REQUESTING A MOVEMENT CREDIT

**a. Routine Requests.** Unit commanders will forward requests for routine movements within the times shown in figure 1, using revised AE Form 55-1N in accordance with STANAG 2155.

**b. Special Requests.** Unit commanders will submit special requests in the same format as routine requests. These requests require authentication. Requests will be considered valid only when the authentication is made by an officer in the grade of lieutenant colonel for battalion-sized units or smaller or by an officer in the grade of colonel for units above battalion level. The requesting unit will provide the name, grade, unit, and telephone number of the authenticating officer and the reason the move could not be processed as a routine request. (Insufficient planning is not a valid reason for making a special request.) Special requests, regardless of the reason, cannot be processed Friday after 1500 or on host nation holidays. Host nations are not obligated to honor requests submitted outside the times outlined in figure 1.

**c. Emergency Requests.** Unit commanders will submit requests for emergency movements to the MCT or HMCT servicing the area where the emergency occurs. After normal duty hours, commanders will contact the nearest US MP station point of contact (i.e., desk sergeant, operations officer, or staff duty officer), who will coordinate the move with the local German police.

(1) An afterduty hours clearance must be coordinated with the local police office for each area through which the movement will proceed. Local police will provide clearances but cannot verify size and weight limits for selected routes. Units are responsible, in these cases, for observing posted limitations. Units will be liable for damage (e.g., overheight vehicle passing under a bridge that is too low; an overweight vehicle on a bridge whose military load classification is less than that of the vehicle) that would have been avoided had the clearance been granted through the servicing MCT or HMCT.

(2) MCT or HMCT cannot provide movement credits after duty hours. Host nation movement offices close early on Fridays and are closed on host nation holidays.

(3) In countries where there is no MCT or HMCT, unit commanders will contact the local host nation police in case of emergency.

(4) If the emergency occurs in Denmark, commanders will contact the Danish movement authorities for assistance during duty and nonduty hours.

### **d. Exception to Policy Requests (Travel Periods).**

(1) Commanders will submit exception to policy (ETP) requests requiring movements during restricted travel periods through their servicing movement control team (MCT) or highway movement control team (HMCT) to the Commander, 229th Corps Movement Control Center (CMCC), 502d CMCC, 27th Transportation Battalion (Trans Bn), or 39th Trans Bn for approval, depending on where movement will originate. Requests are valid only when the authentication is made by a lieutenant colonel (05) for battalion-size units or smaller, or by a colonel (06) for units above battalion level. Commanders of requesting units will obtain final authority (approval or disapproval) for movements through MCT or HMCT channels. Movements will not take place until the movement credit is issued by the applicable MCT or HMCT commander. Units will include the following information on requests:

(a) Unit.

(b) Time and date of move with start point (SP) and release point (RP).

(c) Origin and destination of move.

(d) Proposed route.

(e) Number of wheeled vehicles and largest wheeled vehicles. The largest vehicles (oversize or overweight) will be identified by type, size, and weight.

(f) Number of tracked vehicles and largest tracked vehicle moving under its own power. The largest tracked vehicle (oversize or overweight) will be identified by type, size, and weight.

(g) Justification for the move.

(h) Authentication point of contact and telephone number.

(2) The Commanders, 299th CMCC, 502d CMCC, 27th Trans Bn, and 39th Trans Bn, will:

(a) Ensure movements during restricted travel time periods are made between 2200 and 0600.

(b) Ensure movements during the heavy traffic period (0600 through 2200) are kept to a minimum.

(c) Send the following to the Commander, 1st Transportation Movement Control Agency (TMCA), ATTN: AEAGD-MCA-SM-H, APO 09451:

1. Copies of approved and disapproved ETP requests.

2. Actions for resolution when disagreement occurs between the servicing movement commander and the *Verkehrskommandatur* (VerkK).

**e. Standard Clearances.** If a unit moves often on the same route with the same equipment, the unit commander may acquire a standard (i.e., recurring) clearance. Once a standard clearance is granted, a telephone call will activate a move 48 hours before execution. Examples of such standard moves are materials handling equipment moving from motor pools to annual service practice, or tracked vehicles moving to local training areas. Unit commanders should review their routine requirements and forward potential standard moves for review. Generally, 15 or more moves per year are required to qualify for a standard clearance.

#### **SECTION IV SAFETY, ACCIDENT PREVENTION, AND ACCIDENT REPORTING**

##### **16. GENERAL**

a. Accidents involving US Army military motor vehicles drain Department of Defense resources and hinder mission accomplishment. Unit commanders will conduct an aggressive and continuing motor vehicle safety program to avoid needless losses (AR 385-10).

b. Commanders will emphasize motor vehicle accident prevention programs that stimulate safety consciousness. These programs will be conducted in accordance with provisions of AR 385-55 and USAREUR Supplement 1.

##### **17. ACTIONS IN CASE OF ACCIDENT**

a. Drivers involved in accidents will:

(1) Render all possible assistance to the injured.

(2) Warn other motorists of any existing highway hazard.

(3) Notify military police and other appropriate military authorities.

(4) Release their military vehicles only to appropriate US authorities.

(5) Complete Standard Form (SF) 91 (Operator Report on Motor Vehicle Accidents). The next senior person responsible for motor vehicle operations will complete the report, if the SF 91 cannot be prepared by the driver because of injury or death.

(6) Comply with directives governing vehicle accident reporting. Unit commanders will submit official reports through channels to the appropriate claims officer for review to ensure the rights of the US Government are not prejudiced by an admission of liability that could obligate the Government.

b. Neither drivers nor passengers will express oral or written opinions to claimants or agents concerning liability, investigation findings, or the possibility of a claim approval.

c. Neither drivers nor passengers will make official accident investigation reports available to a claimant or any individual or representative of any non-US Army organization.

d. The driver, or next senior person responsible, will deliver the completed SF 91 as soon as possible to the motor transport officer.

e. Unit commanders will take appropriate action when drivers fail to report an accident.

f. Drivers will prepare and forward SF 91 according to AR 385-40.

## **18. INVESTIGATION OF ACCIDENTS**

Appropriate authorities will investigate each accident involving a Government-owned vehicle or rented administrative use motor vehicle as required by AR 190-5, AR 385-40, Field Manual (FM) 21-305, and USAREUR Supplement 1 to AR 190-45.

## **19. SAFETY MEASURES**

a. Drivers will use electric turn signal devices when installed on military vehicles. Drivers will use hand signals for the host nation when electric turn signals are not available. The use of horns will be restricted as prescribed by traffic regulations of the host nation.

b. Glass areas of US Army vehicles will be free of posters, stickers, cracks, discoloration, and nontransparent material that might impair the driver's vision or create a hazard.

c. Drivers will not idle motor vehicle engines while vehicles are stationary (excl necessary warmup or maintenance check periods).

d. US Army combat vehicles, buses, and NTV will be equipped with first aid kits (NSN 6545-00-922-1200). These first aid kits are available through normal supply channels.

e. The transportation of personnel will be as prescribed in AR 385-55, chapter 2.

f. The transportation of personnel in cargo-type vehicles will be as prescribed in AR 385-55, paragraph 2-17.

(1) Drivers of emergency vehicles (e.g., fire department, MP) are responsible for driving in a manner that does not endanger life or property. Drivers will comply with speed restrictions and other traffic regulations (excl i below). Drivers also will give adequate warning of their approach by means of appropriate visual or auditory signals, or both, when operating vehicles under emergency conditions.

(2) Drivers of emergency vehicles will comply with traffic regulations and assume the right-of-way only when and where it is evident other traffic has yielded the right-of-way in response to the emergency vehicle signal (i.e., visual or auditory). Emergency vehicles will never be driven in a manner that imperils life and property.

g. Other vehicle drivers will yield the right-of-way to the emergency vehicle by pulling to the edge of the highway and coming to a stop when detecting the warning light or sound of an emergency vehicle. Vehicle operators will remain in this position until the emergency vehicle has passed, unless directed otherwise by MP or civilian police.

h. Vehicle operators will drive to the right of a streetcar when it is in motion or temporarily halted. Drivers will follow this practice except when on one-way streets and streets where the location of streetcar tracks prevents compliance, or when directed by MP or civilian police.

i. Vehicle drivers will not pass a streetcar or schoolbus (i.e., on military posts or bases) that has stopped to receive or discharge passengers, except at established safety zones.

j. Only one passenger is permitted to ride in the front of a US Army vehicle, except as indicated in AR 385-55, paragraph 2-17b.

k. Recovery personnel will remove disabled vehicles from traffic lanes without delay and position prescribed warning devices immediately, to alert other traffic. Recovery personnel should ensure the warning triangle is opened before leaving the vehicle and carried as a personal warning device until positioned properly.

l. Recovery personnel will observe the following guidelines when towing vehicles on public highways.

(1) No more than one vehicle will be towed behind a motor vehicle on public highways. A towing vehicle must be suitable for that purpose and will only tow a vehicle of smaller or equal size. Drivers will not use vehicles transporting ammunition or hazardous cargo to tow other vehicles.

(2) Only a wrecker truck or vehicle with a standard towbar and drag chains will be used for towing purposes. Recovery personnel will use tow chains only when wrecker trucks or towbars are not available. Use of tow chains will be limited to towing vehicles short distances to clear roadways.

(3) Recovery personnel normally will tow vehicles during daylight. Vehicles will not be towed during darkness, unless necessary to clear roadways, because of the danger of a rear end collision. If required during darkness or limited visibility, towing will be done only if vehicles are properly and brightly lighted.

(4) Recovery vehicles will be equipped with at least one but not more than two functional RAWL. RAWL should not be turned on until the actual recovery operation begins and then only while the disabled vehicle is being attached to the recovery vehicle. When drivers are towing an oversize or overweight vehicle or when drivers cannot maintain minimum speed, RAWL will remain lighted.

(5) Towed vehicles will be lighted to include the following:

(a) Four way (i.e., emergency) flashers of the disabled vehicles. These flashers should be used if available. Taillights will be used and light devices will be free of dirt and unobstructed.

(b) Emergency warning kit reflectors or other reflectorized material. Reflectors will be placed on the rear of the vehicle to provide clear warning to approaching vehicles. Reflectors will be no higher than 48 inches (1.5 meters (m)) above the roadway. Towed vehicles that cannot be lighted properly or safeguarded by reflectorized materials will be followed closely by a TEV.

(6) Recovery personnel will bring disabled vehicles to the nearest repair facility. Towing a disabled vehicle to a place far from the breakdown point generally is unacceptable. In cases involving a risk of collision (e.g., poor visibility, bad weather), the disabled vehicle must be towed immediately or parked at the next available rest area or parking lot.

(7) When possible, recovery personnel should not tow disabled vehicles on the *Autobahn*. When a breakdown occurs on the *Autobahn*, the prevailing traffic situation is used as a gauge for the use of the *Autobahn* beyond the next point of exit (e.g., continuation of *Autobahn* towage may be needed if poor local conditions (winding roads through villages or cities) or critical construction sites can be avoided). Vehicles should not be towed onto the *Autobahn*.

m. Drivers of nonconvoy military vehicles may overtake and pass vehicles in convoys if the required speed for overtaking does not exceed the legal or safe speed limit, and convoy vehicles can be passed safely.

n. Unit commanders will ensure that highway warning devices (incl reflective triangles in accordance with the host nation's requirements) are available for issue to military vehicle drivers and used in emergencies.

o. Drivers will mark tracked vehicles with reflective tape. Red tape (NSN 9390-00656-1186) is authorized for use on the rear; amber tape (NSN 9390-00-753-3208) is used for the sides and front.

(1) Reflective tape must adhere to vehicle surfaces. Special care must be used when applying the tape in cold weather (42 degrees Fahrenheit or below). The tape must be applied to a clean, dry surface.

(2) Reflective tape applied to a flat, vertical surface gives the most intense reflection. When an adequate vertical surface does not exist, the tape should be applied to plates that are easily removed and reused.

(3) Reflective tape should be mounted on the most visible surface near the four corners of the vehicle. Three strips of 2-inch by 12-inch tape are recommended for greatest visibility.

p. Drivers will ensure that the following vehicles have at least one but not more than two RAWL (NSN 2590-01-107-9696 for tracked vehicles):

(1) Oversize or overweight and all tracked vehicles.

(2) Wreckers, other recovery vehicles, and contact maintenance vehicles.

(3) Lead escort vehicles (LEV) and TEV in each serial of a convoy, or vehicles escorting an oversize or overweight vehicle.

(4) Other vehicles deemed necessary by local commanders.

(5) Vehicles in a convoy (para 14d(3)).

q. Operators of military vehicles will not consume drugs or alcoholic beverages (incl beer and wine) while they are driving or within 8 hours before driving.

r. Drivers will not smoke while they are operating Government vehicles.

s. USAREUR military vehicle drivers will not engage in racing, racing-type events, or any activity that poses a safety hazard.

t. Military drivers will comply with traffic signals and other traffic control devices, except when proper civil or military police authorities direct otherwise.

## **20. AMMUNITION AND HAZARDOUS CARGO**

a. Drivers will use care to ensure safe loading and transportation when transporting explosives, flammable liquids, acids, and other hazardous cargo. Commanders will ensure drivers are briefed, as necessary, on the type of cargo, its characteristics, and special precautions required to ensure safe transportation (USAREUR Reg 55-355, chap 18).

(1) DD Form 836(AE) (fig 4) will be used for issuing instructions to drivers of vehicles transporting explosives or other dangerous articles for the US Forces over public roads in Europe. This form provides shipping instructions for the vehicle driver. DD Form 836(AE) also gives the driver information on methods to protect himself or herself, the cargo, and other life and property from the hazards of fire, accident, and vehicle breakdown. Both DD Form 836(AE) and the AE forms in the 55-1 series (para 3g(8)) (fig 5) are designed to ensure that, if the driver of a vehicle hauling hazardous cargo is killed or disabled in an accident, written instructions are carried in the vehicle. These instructions indicate measures to be taken by third parties (e.g., police, fire, medical, rescue personnel) to avert or contain an explosion or disaster.

(2) Commanders will ensure drivers transporting fuel are briefed on and carry the appropriate AE form in the 55-1 series (fig 5) for transporting fuel. The transportation officer, in coordination with the ammunition officer at the point of origin, will supplement the instructions on the appropriate AE form in the 55-1 series with specific instructions, as required. The appropriate AE form in the 55-1 series and supplemental instructions will be transferred to each successive driver, if any, for delivery to the receiving activity at the destination point.

(3) Drivers of tactical vehicles carrying basic loads of ammunition or other dangerous articles under tactical conditions (e.g., during REFORGER, during unit moves to the field) may be exempted from the requirement in (2) above at the discretion of the commander of the USAREUR major command concerned. This exemption applies only to situations calling for uploading of ammunition onto combat vehicles throughout USAREUR. Tactical vehicle drivers will be aware of the hazards associated with explosive ordnance transported on vehicles during peacetime.

(4) Commanders will ensure drivers receive instructions on actions required of them to protect ammunition, vehicles, and life and property in the event of an incident or accident. Drivers or other responsible personnel will give DD Form 836(AE) and AE forms in the 55-1 series to German police on request. Commanders of tactical units will ensure compliance by drivers and other responsible personnel to guarantee that safety practices ensuring survivability of people and preservation of ammunition and equipment are followed. Commanders of tactical units also will ensure that drivers are licensed and qualified to drive vehicles to which they are assigned.

(5) These requirements apply equally to cargo vehicles assigned to tactical units for hauling ammunition. Commanders will ensure the following precautions are taken:

(a) Responsible personnel will equip government and commercial vehicles, used for offpost shipment over public highways, with two class 10-BC portable fire extinguishers or one class 10-BC and one 3A20B(AFF) extinguisher when transporting Department of Transportation (DOT) class A or B explosives. These vehicles will carry one class 5-BC or two class 4-BC portable fire extinguishers when transporting DOT class C explosives. Government vehicles used on post will be equipped, as a minimum, with two class 1-BC portable fire extinguishers (i.e., one mounted outside the cab on the driver's side of the vehicle and the other inside the cab). If Government vehicles are equipped with an interior carbon dioxide or halon flooding device, only one extinguisher is required. In this situation the extinguisher should be mounted on the outside of the cab on the driver's side. Drivers and other employees handling ammunition and explosives will be instructed on the best methods for extinguishing gasoline or tire fires. Drivers and employees should be informed that, in nearly all cases, the fire can be extinguished because much time is required to heat ammunition to the point of explosion. All drivers will be given full instructions on the proper use of each type of fire extinguisher.

(b) Drivers will remove tarpaulins when vehicles are used for transporting shipments of gasoline in portable containers (e.g., 55-gallon (gal) or 50-gal drums) to prevent the accumulation of hazardous, flammable, and explosive vapors. Gasoline in containers not having serviceable gaskets on the fill openings will not be transported on military vehicles. Petroleum, oils, and lubricants (POL) drivers will receive instructions on the safe handling of POL and the actions to be taken in an emergency. Personnel will be trained on unique handling characteristics of fuel-carrying vehicles before dispatch (USAREUR Reg 420-90). Noncombatant evacuation operation (NEO) vehicles are exempt from this requirement.

(c) Personnel will not be permitted to ride in the body of vehicles transporting packaged flammable liquids having a flash point of less than 200 degrees Fahrenheit (e.g., gasoline, diesel oil, fog oil, kerosene).

(d) Drivers will set the handbrake and block wheels while loading and unloading vehicles.

(e) Drivers will stop engines while loading and unloading explosives and place the transmission in the lowest gear. No metal tools (except nonsparking types), carbides, oils, matches, electric storage batteries, flammable substances, acids, or oxidizing or corrosive compounds will be hauled in the cargo compartment of any vehicle carrying explosives. Drivers will block wheels at all times when loading ammunition on trailers separated from tractors. Drivers also will make sure wheels remain blocked following loading until the unit is hitched to the tractor. Responsible personnel will inspect vehicles using DD Form 626-1 (AE) (Motor Vehicle Inspection) before dispatch. Figure 12 contains a sample DD Form 626-1 (AE), which will be prepared as prescribed in USAREUR Regulation 55-355 to ensure the vehicle meets requirements for hauling dangerous cargo.

(f) Drivers will ensure the body of each vehicle is free of nails and other projections that might damage containers or produce sparks through metal-to-metal contact.

MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIAL) (USAREUR Reg 55-1)				REPORTS CONTROL SYMBOL	
OGL NO:		DESIGN/ORIGINE/ABGANGSORT/PLAATS VAN VERTREK		DESTINATION/BESTIMMINGSDORT/PLAATS VAN AANKOMST	
NAME OF CARRIER NOM DU TRANSPORTEUR NAME DES FURNUTERNEHMERS VERVOERBEDRIJF		Miesau Army Depot 7418 LS Ord Ammo Co		663d Ord Co, Vilseck	
NAME OF DRIVER NOM DU CHAUFFEUR NAME DES FAHRS CHAUFFEUR NAAM		SP4 John Paul Jones		SP4 John Paul Jones	
DATE AND HOUR DATE ET HEURE DATUM UND UHRZEIT DATUM EN UUR		24 Jan 84 0800		24 Jan 84 1400	
INSTALLATION/ACTIVITY SERVICE EINHEIT EENHEID		Miesau Army Depot		Training Area Vilseck	
DRIVER'S STATE PERMIT NUMBER NUMERO DU PERMIS DE CONDUIRE FUEHRSCHEINNUMMER CHAUFFEUR RIJDERIJNS NR.		0111 329		0111 329	
DOCTOR'S CERTIFICATE AND DATE CERTIFICAT MEDICAL ET DATE AERTELICHES ATTEST UND DATUM DOKTERSVERKLARING EN DATUM					
VEHICLE/VEHICULE/TRAFFFAHRZEUG/YOERTUIG					
TYPE OF VEHICLE/GENRE DE VEHICULE/ KRAFTFAHRZEUGART/DOORT VAN VORTUIG		TRUCK NUMBER NO. DU LICENCE DE CAMION LEW ZULASSUNGNUMMER RENTKERN NR.		TRAILER NUMBER NO. DE REMORQUE ANHANGERNUMMER AANHANGER RENTKERN NR.	
<input type="checkbox"/> TRUCK CAMION LEW TRUCK <input checked="" type="checkbox"/> TRUCK AND FULL TRAILER CAMION ET REMORQUE TRUCK MET AANHANGER <input type="checkbox"/> TRACTOR AND DOUBLE TRAILER TRACTEUR ET SEM. REMORQUE ZUGMASCHINE MIT ANHÄNGER (MEHRACHSIG) TRACTOR MET DOUBBEL AANHANGER <input type="checkbox"/> TRACTOR AND CLOSED SEM-TRAILER TRACTEUR ET SEM. FERMEE ZUGMASCHINE MIT GESCHLOSSENEN ANHÄNGER TRACTOR MET OPLEGGER <input type="checkbox"/> TRACTOR AND FLAT-BED TRAILER TRACTEUR ET REMORQUE PLATE ZUGMASCHINE MIT TISPLADER TRACTOR MET PLATBOORD OPLEGGER		ORIGIN ORIGINE ABGANGSORT PLAATS VAN VERTREK Miesau DESTINATION BESTIMMINGSDORT PLAATS VAN AANKOMST Vilseck		USA 32927 USA 139 ORIGIN ORIGINE ABGANGSORT PLAATS VAN VERTREK Miesau DESTINATION BESTIMMINGSDORT PLAATS VAN AANKOMST Vilseck	
				SLEEPER CAB COUCHETTE SCHLAFKABINE SLEEPKABINE <input type="checkbox"/> YES/OUI JA/JA <input type="checkbox"/> NO/NOH/ NEIN/NEEN VALID LEASE VALIDE CONTRAT GELTIGER VERTRAG RECHTSGELODIG HUURCONTRACT <input type="checkbox"/> YES/OUI JA/JA <input type="checkbox"/> NO/NOH/ NEIN/NEEN I.C.C. NUMBER N/A in USAREUR	
NOTE: ALL OF THE FOLLOWING ITEMS SHALL BE CHECKED ON EMPTY EQUIPMENT PRIOR TO LOADING. ITEMS WITH AN ASTERISK (*) SHALL BE CHECKED ON INCOMING LOADED EQUIPMENT. NOTE: TOUS LES NUMEROS SUIVANTS DOIVENT ETRE CONTROLÉS SUR EQUIPEMENT A VIDE AVANT LE CHARGEMENT. LES NUMEROS AVEC ASTERISQUE (*) DOIVENT ETRE CONTROLÉS SUR EQUIPEMENT CHARGÉ. MERK: CONTROLEER ALLE PUNTEN AAN LEGE VOERTUIG VOOR HET LADEN. CONTROLEER DE PUNTEN MET STERRETEJE (*) AAN EEN GELEDEN VOERTUIG BIJ AANKOMST.					
ITEM NO. NUMERO PUNT NR	CHECK APPROPRIATE COLUMN MARQUER D'UNE CROIX LA COLONNE APPROPRIÉE ENTSPRECHENDE SPALTE ANKREUZEN CONTROLE PASEND RUBRIEK	ORIGIN ABGANGSORT PLAATS VAN VERTREK	DESTINATION BESTIMMINGSDORT PLAATS VAN AANKOMST	REMARKS/REMARKES/BEWAKINGEN/OPMERKINGEN (EXPLAIN UNSATISFACTORY ITEMS. USE REVERSE SIDE IF NECESSARY) (EXPLIQUEZ LES DÉTAILS. UTILISER VERSO SI NÉCESSAIRE) MAGELAPTE PUNTEN. FALLS ENFORDERICH RUECKSEITE (NUTZEN) (TRANSH. DUTLOOPEDE. 3D NUTZ. ACHTERSEITE GEBUIKEN)	
1	ENGINE, BODY, CAB AND CHASSIS CLEAN PROPRETE DU MOTEUR, DE LA CARROSSERIE, DU CHASSIS MOTOR, AUFBAU, FUEHRERHAUS, CHASSIS SAUBER MOTOR, CARROSSERIE, CABINE EN CHASSIS SCHOON	X	X		
2	STEERING MECHANISM MECANISME DE LA DIRECTION LENKMECHANISME STUURMECHANISME	X	X		
3	HORN OPERATIVE FONCTIONNEMENT DE L'AVERTISSEUR HUP. INTAK WERKING SIGNAALHOORN	X	X	HORN INOP AT DESTINATION	
4	WINDSHIELD AND WIPERS PARE-BRISE ET ESSUIE-GLACES WINDSCHUTTSCHIEBER UND SCHIEBERWISCHER RUITER EN RUITERWISSERS	X	X		
5	SPARE ELECTRIC FUSES AVAILABLE EQUIPEMENT ELECTRIQUE DE SECOURS ERGATZUNGSELEMENTEN VORHANDEN AANWETEN: RESERVE ELECT. ZEKERINGEN	X	X	2 SPARE FUSES MISSING. CORRECTED BEFORE DEPARTURE	
6	REAR VIEW MIRRORS INSTALLED RETOUVILLEURS INSTALLES RUECKSPITTEL ANGEBRACHT AANGEBRACHTS ACHTERRUITELSPIEGELS	X	X		
7	HIGHWAY WARNING EQUIPMENT EQUIPEMENT AVERTISSEUR POUR LES LONGS PARCOURS UNFALLWARNZEICHEN UND GERAETE WAARSCHUWINGS UITRUSTING VOOR AUTOWEGEN	X	X		
8	FIRE EXTINGUISHERS INSTALLED EXTINCTEURS CHARGES INSTALLES GEFUELLEN FEUERLOESCHER ANGEBRACHT AANWETEN: VOL. BRANDLOESJUSAPPARAAT	X	X		
9	LIGHTS AND REFLECTORS OPERATIVE PHARES ET REFLECTEURS EN ETAT DE MARCHÉ BELEUCHTING UND RUECKSTÄHLER INTAK WERKING VAN ALLE LAMPEN EN REFLECTOREN	X	X		
10	EXHAUST SYSTEM TUYAUTERIE D'ÉCHAPPEMENT AUSPUFFANLAGE UITLAATSTEL	X	X		
11	FUEL USED (L.P. GAS PROHIBITED) CARBURANT UTILISÉ (ESSENCE DE PÉTROLE L'INTERDIT) TREIBSTOFFART (PROPANTREIBSTOFF VERBODEN) DRIET TREIBSTOFF (DIESELolie BIJ TRANSP. EXPL. STOF)	X	X		
12	FUEL TANK, LINE AND VALVE RESERVOIR A ESSENCE, TUYAUTERIE ET BOUPAPE D'ADMISSION TREIBSTOFFTANK, LEITUNGEN UND EINWELLETUTZEN BRANDSTOFFTANK, LEIDUNGEN EN VULDOOP	X	X		
13	Coupling Devices - Bumpin Lock ACCOMPLISSEMENT - CLAVETTE DE PIVOT ANHÄNGERHUPPLING - SICHERHITSBOLZEN HITCHING VOOR AANSLUITEN - KIMPIN	X	X		

FORM  
DD 7 JUN 77 626-1(AE)

REPLACES DD FORM 626-1(AE), 1 AUG 71, WHICH IS OBSOLETE

CONTINUED ON REVERSE

Figure 12. Completed DD Form 626-1(AE) (Motor Vehicle Inspection (Transporting Hazardous Material))



ITEM NO NUMERO PUNT NR	CHECK APPROPRIATE COLUMN MARQUER D'UNE CROIX LA COLONNE APPROPRIÉE ENTSPRECHENDE SPÄLTE ANKREUZEN CONTROLE PASSEBO RUBRIEK	ORIGIN ORIGIN/ABGANGSORT PLAATS VAN VERTREK		DESTINATION BESTIMMING DOELPLAATS VAN AANKOMST		REMARKS REMARQUES BEMERKUNGEN OPMERKING
		SATISF TO GOEN VOLG	UNSATISF NIEGT ONVOLG	SATISF TO GOEN VOLG	UNSATISF NIEGT ONVOLG	
*14	ALL BRAKES OPERATIVE FONCTIONNEMENT PARFAIT DES FREINS ALLE BREMSEN INTAKT WERKING VAN ALLE REMMEN	X		X		
*15	LANDING GEAR ASSEMBLY OPERATIVE BOUWEL A ROULETTES EN ETAT DE MARCHÉ AANKOMSTBETRIJFVOORRICHTING INTAKT WERKING TANDWIEL VAN STEUNING, OPLEGGER SPRINGS AND ASSOCIATED PARTS	X		X		
*16	SUSPENSION EN BOU ETAT FEDERS UND DAMIT VERBUNDENE TEILE VOEREN EN BIJGEHOORDE ONDERDELEN	X		X		
*17	TIRES PNEUS REIFEN BANDEN	X			X	LOW RIGHT REAR TIRE UPON ARRIVAL
*18	CARGO SPACE PLACE DU CHARGEMENT LADENPLAATSE LAADRUIMTE	X		X		
*19	ELECTRIC WIRING INSTALLATIONS ELECTRIQUES ELEKTRISCHE AANLEGE ELECTRISCHE BEDRADING	X		X		
*20	TAILGATE AND DOORS SECURED FERMETURE DE SECURITE DE TOUTS LES PORTES LADERUECKWANDKLAPPE UND TUREN ABGESICHERT ACHTERDEKLEPPEN EN DEUREN GOED GESLOTEN	X		X		
*21	FIRE AND WATER RESISTANT TARP/PAULIN RESISTANCE A L'EAU ET AU FEU DES BACHES LADENPLANE FEUERFEST UND WASSERDICHT OVERLAPPING VOOR OPEN LAADBAR	X		X		
*22	ANY OTHER DEFECTS (SPECIFY) AUTRES IMPERFECTIONS (SPECIFIER) ANDERE MANDEL (AANWIJZEN AANGEVEN) EVENTUELE ANDERE GEDEFECTEN (SPECIFICEREN)		X	X		CAB INTERIOR DIRTY. CORRECTED BEFORE DEPARTURE.
<input checked="" type="checkbox"/> APPROVED GEWENIGENIET ACCORD		<input type="checkbox"/> REJECTED DEAFGEWENIGENIET NIEGT ACCORD		SIGNATURE OF INSPECTOR (ORIGIN) SIGNATURE DE L'INSPECTEUR (ORIGINE) UNTERSCHRIFT O. PRUEFBEAMTEN (ABGANGSORT) HANTERKENING INSPECTEUR (PLAATS VAN VERTREK)		SIGNATURE OF INSPECTOR (DESTINATION) SIGNATURE DE L'INSPECTEUR (DESTINATION) UNTERSCHRIFT O. PRUEFBEAMTEN (BESTIMMINGSDOEL) HANTERKENING INSP (PLAATS VAN AANKOMST)
IF REJECTED GIVE REASONS UNDER REMARKS. EQUIPMENT SHALL BE APPROVED IF DEFICIENCIES ARE CORRECTED PRIOR TO LOADING. - SI DEAFGEWENIGENIET, GEEF REASONS OP REMARQUES. L'EQUIPE- MENT SERA APPROUVE SI LES IMPERFECTIONS SONT REPARÉES AVANT LE CHARGEMENT. - SEI ABLER- NUNG, GEBEHESS UNTER BEMERKUNGEN ANGESEN. GEWENIGENIET WIRD ERTEILT, WENN DIE MANDEL BE- HOBERD SIND. - SI INDIEN NIEGT ACCORD, GEEF OORSAKEN OP REMERQUES. UITRUSTING VAN WORDEN GOEDGEKEURD, INDIEN GEDEFECTEN VOOR HET LADEN TIJN HERSTELD.						
ITEMS TO BE CHECKED PRIOR TO RELEASE OF LOADED VEHICLE POINTS A CONTRÔLER AVANT LE DÉPART DU VÉHICULE CHARGÉ FOLGENDE PUNTEN SIND VOOR AFREISSE DES BELADENDE FANNEVOES TO PRUEPEN TE CONTRÔLEREN PUNTEN VOOR HET VERLAEVEN VAN HET GELEDEN VOERTUIG						
*23	MIXTURES OF MATERIAL PROHIBITED BY DOT REGULATIONS ARE NOT LOADED ONTO THIS VEHICLE DES MELANGES DE MATERIAUX INTERDITS PAR LES REGLEMENTS DU DOT NE SE TROUVENT PAS DANS CE VEHICULE MATERIAL WELCHES NACH DOT VORSCHRIFTEN VERBODEN IST, IST NICHT AUF DIESEM FAHRZEUG VERLADEN GEEN ONTOELATBAARE SAMENLEGING VAN VERBODEN SOORTEN MATERIAAL	N/A in USAREUR				
*24	LOAD IS SECURED TO PREVENT MOVEMENT LE CHARGEMENT EST BLOQUE AFIN D'EMPECHER TOUT MOUVEMENT DIE LADUNG IST GEGEN VERRUETSCHEN GESICHERT LADING IS VAST GESET			X	X	
*25	HEIGHT IS PROPERLY DISTRIBUTED AND VEHICLE IS NOT OVERLOADED LA CHARGE EST BIEN EQUILIBREE ET LE VEHICULE N'EST PAS SURCHARGE DIE LADUNG IST GLEICHWAESSIG VERTEILT UND DAS FAHRZEUG IST NICHT OEBERLADEN GEWICHT IS GOED VERDEELD EN VOERTUIG IS NIET OVERBELAST			X	X	
*26	SEAL(S) APPLIED TO CLOSED VEHICLE, FIRE AND WATER RESISTANT TARP/PAULIN APPLIED ON OPEN VEHICLE DES PARCAUTES SONT APPLIQUEES SUR LE VEHICULE FERME, LA BACHE POUR LE VEHICULE OUVERT NE LAISSE PASSER NI L'EAU NI LE FEU PLOUMBEN AN VERKLOSSENE FAHRZEUG ANGEBRACHT, FEUERFESTE UND WASSERDICHTE LADENPLANE OEBER OFFENE FAHRZEUGE ANGEBRACHT ZEGEL(S) OP GESLOTEN VOERTUIG, DEKEL OP OEFEN VOERTUIG			X	X	
*27	SPECIAL INSTRUCTIONS (DO FORM 626-1(AE)) FURNISHED DRIVER LE CHAUFFEUR S'EST MUNI DES INSTRUCTIONS SPECIALES (DO FORM 626-1(AE)) DER FAHRER IST IN BESITZ DER SONDERVORSCHRIFTEN (DO FORM 626-1(AE)) COPIE VAN SPECIAL INSTRUCTIES AAN CHAUFFEUR AFGEGEVEN (DO FORM 626-1(AE))			X	X	
*28	COPY OF VEHICLE INSPECTION (DO FORM 626-1(AE)) FURNISHED DRIVER VE COPIE DU RAPPORT SUR L'INSPECTION EST FOURNIE AU CHAUFFEUR (DO FORM 626-1(AE)) EINE KOPIE DIESER FAHRZEUGINSPEKTION WURDE DEM FAHRER AUSGEHANDET (DO FORM 626-1(AE)) COPIE VAN INSP. RAPP. AAN CHAUFFEUR AFGEGEVEN (DO FORM 626-1(AE))			X	X	
*29	PAPER PLACARDS APPLIED DES PANNEAUX APPROPRIES SONT APPLIQUEES ERFORDERLICHE SCHILDER SIND ANGEBRACHT JUSTE PLAKBRIEVEN AANGEBRACHT			X	X	
*30	SHIPMENT MADE UNDER DOT SPECIAL PERMIT NUMBER 668 TRANSPORT FAIT SELON LE PERMIS SPECIAL NUMERO 668 DU DOT TRANSPORT WURDE GEMAESS DOT SONDERGEWENIGENIJS NUMMER 668 DURCHGEFUEHRT ZENDING VERRICHT ONDER DOT SELE-DEBILJET 668	N/A in USAREUR				
SIGNATURE OF INSPECTOR (ORIGIN) SIGNATURE DE L'INSPECTEUR (ORIGINE) UNTERSCHRIFT O. PRUEFBEAMTEN (ABGANGSORT) HANTERKENING INSPECTEUR (PLAATS VAN VERTREK)		Ernie King		SIGNATURE OF DRIVER (ORIGIN) SIGNATURE DU CHAUFFEUR (ORIGINE) UNTERSCHRIFT O. PRUEFBEAMTEN (ABGANGSORT) HANTERKENING INSPECTEUR (PLAATS VAN VERTREK)		J.P. Jones
SIGNATURE OF INSPECTOR (DESTINATION) SIGNATURE DE L'INSPECTEUR (DESTINATION) UNTERSCHRIFT O. PRUEFBEAMTEN (BESTIMMINGSDOEL) HANTERKENING INSPECTEUR (PLAATS VAN AANKOMST)		Davey Jones		SIGNATURE OF DRIVER (DESTINATION) SIGNATURE DU CHAUFFEUR (DESTINATION) UNTERSCHRIFT DES FAHRERS (BESTIMMINGSDOEL) HANTERKENING CHAUFFEUR (PLAATS VAN AANKOMST)		J.P. Jones
ADDITIONAL REMARKS						

Fig 12 (cont)

Figure 12. Completed DD Form 626-1(AE) (Motor Vehicle Inspection (Transporting Hazardous Material)) (Cont)



(g) Responsible personnel will load cargo entirely in the body of the vehicle and ensure the tailgate is closed. The tarpaulin, if included with the vehicle, should be made of flameproof material. Government-owned vehicles normally are equipped with tarpaulins that are fire resistant when new. The flameproofing solution, available from supply sources and applied to the canvas of Government vehicles, gives adequate flameproofing. Vehicles hauling dangerous cargo will be inspected to ensure the canvas coverings, if applicable, meet acceptable flameproof standards. Tarpaulins will not be used as covering in vehicles transporting gasoline containers ((b) above).

(h) Drivers will position containers securely, according to US Army Materiel Command (AMC) drawings (AR 740-1) for explosive shipments. Responsible personnel will ensure that USAMC drawings are available in the vehicle, per AR 740-1.

(i) No person will be allowed to smoke while a vehicle is being loaded or within 50 feet of a loaded vehicle.

(j) Personnel will not leave vehicles transporting dangerous cargo unattended. Security requirements of USAREUR Regulation 55-355, chapter 18, apply.

(k) Drivers will avoid large cities and other congested areas when possible.

(l) Recovery personnel will ensure that disabled vehicles are towed clear of population centers and moved off the traveled portion of the roadway to await recovery. Explosives will be transferred to another vehicle only when transfer is directed by proper authorities (g below).

(m) Drivers will not transport blasting caps or other initiating devices in the same vehicle with incompatible explosives, except as authorized by USAREUR Regulation 55-4.

(n) Drivers will not refuel vehicles while vehicles are loaded with explosives, unless absolutely necessary. The ignition will be switched off when refueling is necessary. Drivers will not refuel loaded ammunition vehicles in the Netherlands. Drivers will ensure refueling operations take place before entering the Netherlands.

(o) Drivers will ensure that drums containing acid are not loaded more than one row high.

(p) Drivers will not take motor vehicles containing explosives to a garage or repair shop for repair or storage.

(q) Ammunition safety personnel will determine necessary actions for the safe removal of ammunition from an accident scene. These personnel carefully will remove damaged boxes or ammunition, to separate these items from undamaged packages or ammunition, if a transfer of explosive cargo to another vehicle is necessary.

(r) Drivers will not begin ammunition movements in the Netherlands without a Netherlands military escort, except for ammunition loads of less than 5 kg net explosive weight.

b. Drivers of vehicles transporting shipments of explosives or other dangerous cargo over public roads in Europe will make sure orange placards are displayed on the front and rear of vehicles (USAREUR Reg 55-355, chap 18). An additional requirement in the Netherlands is a picture of a black, exploding bomb on the placard. Because of security considerations, these vehicles are not required to use a RAWL. Military vehicles carrying basic loads of ammunition under tactical or simulated tactical conditions may be exempted from this requirement at the discretion of the commander of the USAREUR major command concerned (USAREUR Reg 55-355, chap 18).

c. Government-owned vehicles will pass inspection before and after loading, when hauling ammunition or other dangerous articles for the US Forces over public roads in Europe. The inspection will be made by a qualified ammunition inspector, officer, or NCO of the ammunition depot or supply point where the shipment originates, using DD Form 626-1 (AE) (fig 12). Inspectors will check the vehicle and its accessories, the electric systems, lights, tires, brakes, gas tanks and lines, and the exhaust system. Inspectors also will check the vehicle's mechanical condition for good working order. This inspection will include a determination of whether or not the vehicle is free of accumulations of grease, oil, or dirt.

d. Cargo trucks and truck-tractor semitrailers and flatbeds (i.e., with sides and tailgates) are preferred vehicles for transporting explosives and ammunition. Personnel will ensure explosive cargo is secured to prevent shifting even though blocking and bracing are not required for onpost hauling. US Army carryalls, sedans, and single compartment vehicles will not be used to haul explosives and ammunition (excl small arms ammunition in original packages), unless specifically authorized by a tactical unit commander. Provisions of this paragraph apply if the above restricted vehicles must transport explosives and ammunition to perform the tactical mission.

e. The use of privately owned vehicles (POV) to transport explosives and ammunition is prohibited.

## **21. VEHICLE LIGHTING**

**a. Headlights.** Every military vehicle, other than a motorcycle with or without a sidecar, will be equipped in front with two white lights capable of adequately illuminating the road for a minimum distance of 100 meters (110 yards) at high beam and a minimum distance of 30 meters (33 yards) at low beam (i.e., at night in clear weather). For safety reasons, the use of nonblinding lights is important.

**b. Rear Lights.** Every military vehicle, other than a motorcycle with or without a sidecar, and trailer at the end of a combination of vehicles, will be equipped at the rear with at least two taillights and two stoplights. These lights will be as close to the extreme outer edges of the vehicle as possible and in no case further than 16 inches (400 millimeters (mm)) from the outer edges of the vehicle. These lights are to be visible at night in clear weather at a minimum distance of 150 meters (165 yards) from the rear of the vehicle.

**c. Lighting at Night and in Other Conditions.** Operators of military motor vehicles on public roads and highways will use lights during the hours of dusk or darkness and at other times, as necessary. Drivers operating vehicles during inclement weather (e.g., fog, rain, sleet, snow) that reduces visibility will use low beam, not parking, lights.

**d. Rescinded.**

## **22. BUS OPERATIONS**

a. Personnel standing in military buses are authorized only on intracity dispatches. The number of people standing will not exceed 50 percent of the authorized seating capacity. Suitable and safe handholds will be provided to prevent injury to standing individuals. A seat will be provided for each child on regular bus runs. Also, each child will be seated when buses are carrying children exclusively (e.g., school runs).

b. A clearly visible line will be painted across the interior of each bus and far enough to the rear of the driver's seat to ensure the driver has an unobstructed side view to both left and right. People who are standing will not be permitted in front of this line.

c. Prescribed safety and emergency equipment (incl emergency doors) will operate properly. Emergency doors and equipment will be identified clearly and instructions for operation will be printed with high visibility paint. A bus carrying cargo and passengers will be loaded so the cargo does not block emergency exit doors.

d. Army-operated buses will be equipped with mechanical or electric turn indicators, two amber clearance lights in the front, two red or amber clearance lights in the rear, at least two amber reflectors on each side, and two amber or red reflectors in the rear.

## **23. OPERATION OF MOTOR VEHICLES ON EXPRESS HIGHWAYS**

a. Drivers will ensure vehicles are equipped with highway warning devices meeting the requirements of the host nation. Express highways include *Autobahn* in GE; *Autoroute* in Belgium and France; *Autoweg* (excl use for convoys or oversize or overweight movements) in the Netherlands; and *Autostrada* in Italy.

b. Drivers will ensure vehicles enter and leave express highways only at authorized entrances and exits.

c. Drivers will not make U-turns. Crossing from one lane to another to go in the opposite direction can be done only by exiting and using an underpass or overpass road complex.

d. Drivers may not make voluntary halts on the roadway (excl areas marked with the international blue and white "P" road sign specifying a parking area). Vehicles will close up intervals when halted.

e. Recovery personnel will ensure that disabled vehicles are towed from the roadway. A disabled vehicle will be moved manually from the traveled portion of the road, if necessary. Disabled vehicles in a convoy will be towed to the nearest parking area to await recovery (para 19I).

f. A sentry will be posted to signal traffic, or appropriate highway warning devices will be used, to ensure oncoming traffic is warned of the obstruction when a disabled vehicle cannot be removed from a traffic lane.

## **24. SEATBELTS**

The operator and passengers in a vehicle equipped with seatbelts will fasten their seatbelts and keep them fastened while the vehicle is in motion. Senior military passengers or operators will enforce this requirement. Exception to the mandatory use of seatbelts is authorized only for MP transporting dangerous or unruly personnel in custody.

## **SECTION V SECURITY**

### **25. SECURITY REQUIREMENTS**

a. Drivers will secure vehicles in noncombat areas with a locking mechanism when the vehicles are parked and unattended. This requirement is in addition to other security measures listed below that are employed to protect vehicles.

b. Drivers will secure wheeled vehicles by doing either (1) or (2) below:

(1) Engaging manufacturer-installed door and ignition locking devices, when available.

(2) Immobilizing the steering wheel with a chain and padlock. The chain used for this purpose will consist of 1/4-inch or thicker hardened steel links with one end attached permanently to the vehicle. A secondary padlock (NSN 5340-00-158-3807 (with chain) or NSN 5340-00-158-3805 (without chain)) will be used to secure the chain to the steering wheel spoke.

c. Drivers will secure tracked or armored vehicles by locking hatches and similar openings. Padlocks specified in b(2) above will be used when external locking devices are required.

d. The following vehicles are exempt from the above requirements:

(1) Vehicles actively employed in tactical exercises.

(2) Dispatched emergency vehicles, military or security police vehicles, courtesy patrols, and interior guard vehicles (i.e., for brief periods when response time is a critical factor in the successful performance of the operator's duties).

e. Personnel are not authorized to immobilize vehicles by removing essential operating parts.

f. Personnel are not allowed to install master key operated locking systems on vehicles.

g. Unit commanders will implement stringent vehicle key control procedures. Key and lock systems are outlined in FM 19-30, chapter 8.

h. The manufacturer-installed locking mechanisms on the M880 1 1/4-ton commercial truck and similar vehicles do not provide acceptable security. Units responsible for vehicle maintenance will install a chain and padlock as prescribed in b above. One end of the chain will be attached permanently to the seat riser plate on the operator's side of the vehicle in a manner that does not interfere with adjustment of the seat. The chain will be attached to the seat riser plate with a 3/8-inch (or larger) diameter bolt and secured with a lock washer and nut. The end of the bolt will be flattened with a ballpeen hammer after the nut is tightened securely. Welding of the chain end to the seat riser plate is not authorized.

i. The operator or other designated personnel will maintain surveillance over vehicles during the hours of darkness when outside an authorized parking area or motor pool. When an overnight stay is necessary in a town or city where a US Army parking area is not available, the vehicle will be parked in a reputable civilian facility. The driver will obtain and retain, during the period of vehicle storage, a receipt or claim for the vehicle. The vehicle may be parked and secured as specified in b above when no reputable civilian facility is available.

## 26. REFERENCES

Appendix B contains a list of references.

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(AEAGD-TM, HDG Mil (2121-)/ETS (370-)6397/6922)

**FOR THE COMMANDER IN CHIEF:**

**OFFICIAL:**



**C. J. FIALA**  
Major General, GS  
Chief of Staff

**W. H. GOURLEY**  
Brigadier General, USA  
Adjutant General

---

**DISTRIBUTION:** Distribute according to AE Form 12-9A requirements, Transportation and Travel--A and REFORGER units, plus

6 - CINCUSNAVEUR  
20 - CINCUSAFE (LGTX)  
25 - Cdr, 4th TRANSCOM (AEUTR-MOV)  
105 - Cdr, 1st TMCA  
30 - Cdr, 27th Trans Bn  
48 - Cdr, 39th Trans Bn  
46 - Cdr, 229th CMCC  
30 - Cdr, 502d CMCC  
20 - DCSLOG, USAREUR (AEAGD-TM)

## APPENDIX A

### AREAS OF RESPONSIBILITY AND TELEX NUMBERS FOR 1ST TMCA, TRANSPORTATION BATTALIONS (MOVEMENTS CONTROL), CMCC, MCT, AND HMCT

---

#### 1st TMCA

Commander (Cdr), 1st TMCA  
Oberursel, Germany  
TELEX: 410824

#### 27th Trans Bn (MC)

Cdr, 27th Trans Bn (MC)  
Bremerhaven, Germany  
TELEX: 238743

C, HMCT, Hannover  
Hannover, Germany  
TELEX: 9230241

C, MCT  
Bremerhaven, Germany  
TELEX: 238575

C, MCT, Moenchengladbach  
Moenchengladbach, Germany  
TELEX: 238913 or 852679

C, MCT, Rotterdam  
Rotterdam, Netherlands  
TELEX: 044-21593

#### 39th Trans Bn (MC)

Cdr, 39th Trans Bn  
Kaiserslautern, Germany  
TELEX: 45758

C, HMCT, Karlsruhe  
Karlsruhe, Germany  
TELEX: 7826691

C, HMCT, Koblenz  
Koblenz, Germany  
TELEX: 862893

C, HMCT, Saarbruecken  
Saarbruecken, Germany  
TELEX: 4421331

C, MCT, Idar-Oberstein  
Idar-Oberstein, Germany  
TELEX: 426206

#### 39th Trans Bn (MC) (cont)

C, MCT, Kaiserslautern  
Kaiserslautern, Germany  
TELEX: 45758 or 45798

C, MCT, Mannheim  
Mannheim, Germany  
TELEX: 463111

#### 229th CMCC

Cdr, 229th CMCC  
Nellingen, Germany

C, HMCT, Ansbach  
Ansbach, Germany  
TELEX: 61804

C, HMCT, Munich  
Munich, Germany  
TELEX: 5214892

C, HMCT, Regensburg  
Regensburg, Germany  
TELEX: 652648

C, HMCT, Stuttgart  
Stuttgart, Germany  
TELEX: 413190

C, MCT, Nuernberg  
Nuernberg, Germany  
TELEX: 623299

C, MCT, Stuttgart  
Stuttgart, Germany  
TELEX: 723433

#### 502d CMCC

Cdr, 502d CMCC  
Wiesbaden, Germany

C, HMCT, Wiesbaden  
Wiesbaden, Germany  
TELEX: 4186384

C, MCT, Frankfurt  
Frankfurt, Germany  
TELEX: 413190

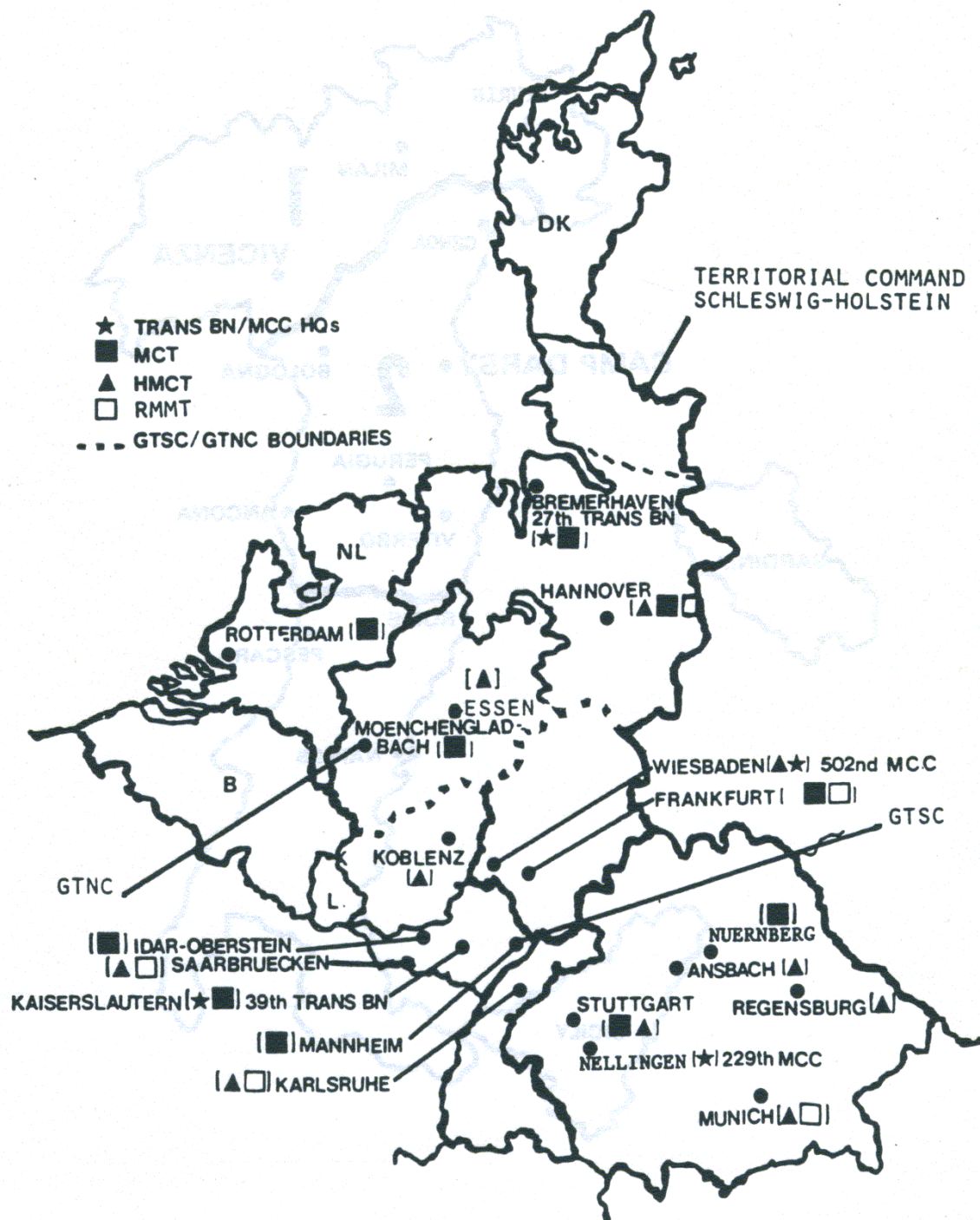
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2 Tabs

- I. Areas of Responsibility for Transportation Battalions (Movements Control), CMCC, and German Territorial Commands
- II. United States Army Southern European Task Force (USASETAF) Installation Commanders Areas of Responsibility

APPENDIX A, TAB I

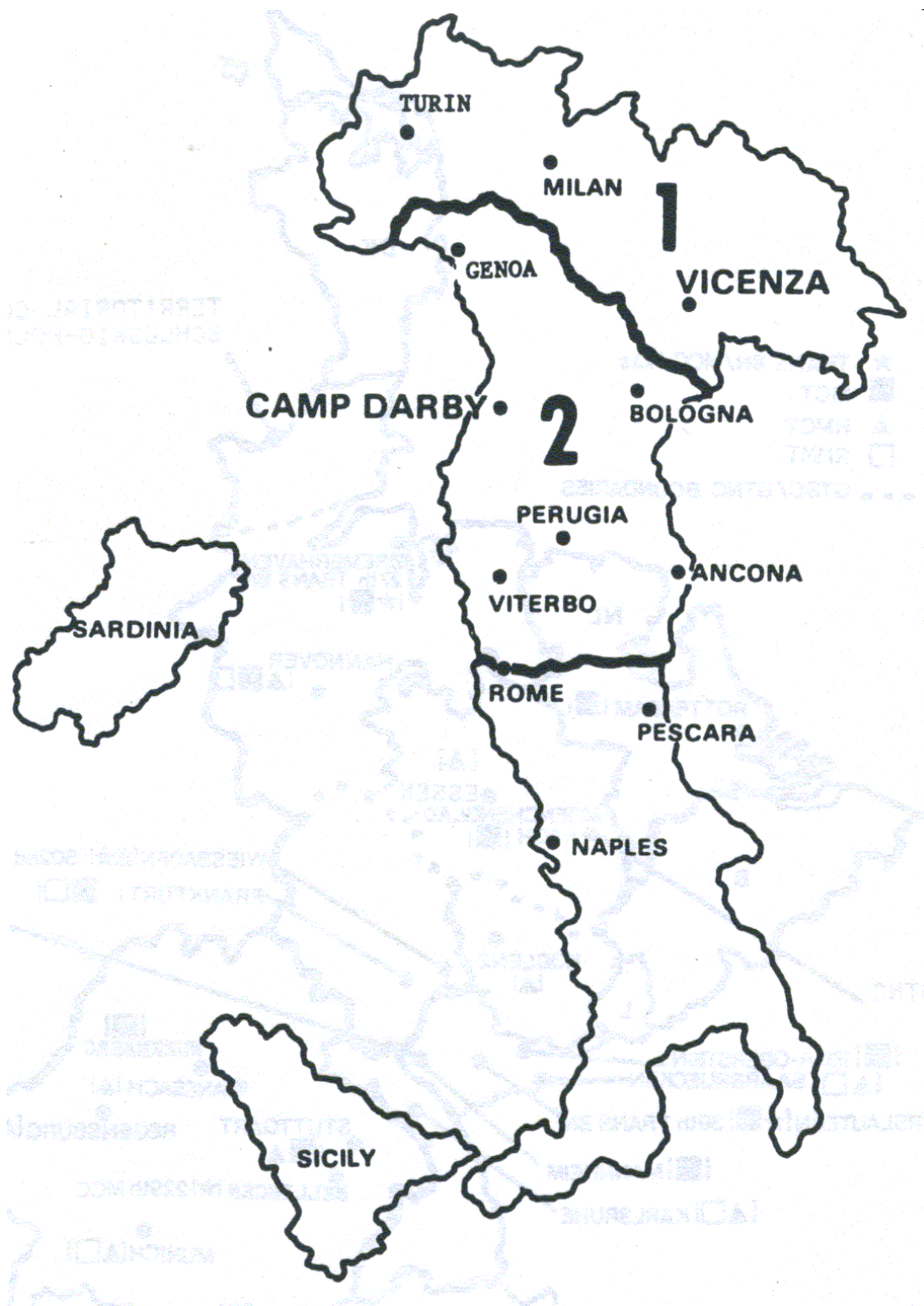
AREAS OF RESPONSIBILITY FOR TRANSPORTATION BATTALIONS (MOVEMENTS CONTROL), CMCC, AND GERMAN TERRITORIAL COMMANDS



APPENDIX A, TAB II

UNITED STATES ARMY SOUTHERN EUROPEAN TASK FORCE (USASETAF) INSTALLATION  
COMMANDERS AREAS OF RESPONSIBILITY

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## **APPENDIX B REFERENCES**

1. DOD 5100.76M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives.
2. AR 58-1, Management, Acquisition, and Use of Administrative Use Motor Vehicles.
3. AR 190-51, Security of Army Property at Unit and Installation Level.
4. AR 310-25, Dictionary of United States Army Terms.
5. AR 385-10, Army Safety Program.
6. AR 385-40, Accident Reporting and Records.
7. AR 385-55, Prevention of Motor Vehicle Accidents.
8. Technical Bulletin (TB) 55-46-1, Standard Characteristics (Dimensions, Weight, and Cube) for Transportability of Military Vehicles and Other Outsize/Overweight Equipment (in TOE Line Item Number Sequence).
9. TB 55-46-2, Standard Transportability Characteristics (Dimensions, Weight, and Cube) for Military Vehicles and Equipment (in NSN Sequence).
10. Field Manual (FM) 21-305, Manual for the Wheeled Vehicle Driver.
11. FM 55-10, Army Movement Management Units and Procedures.
12. FM 55-30, Army Motor Transport Units and Operations.
13. USAREUR Regulation 10-5, United States Army, Europe.
14. USAREUR Regulation 55-355/USNAVEUR INSTRUCTION 4600.7C/USAFE Regulation 75-4, Joint Transportation and Traffic Management Regulation--Central Europe.
15. USAREUR Regulation 350-10, Major Training Areas.
16. USAREUR Regulation 350-22/USAFE Regulation 50-5, Manuever and Field Training Exercise Rights in the Federal Republic of Germany.
17. USAREUR Circular 690-52, Legal Holidays in European Countries in (published for every calendar year).
18. USAREUR Pamphlet 190-34/USAFE Regulation 125-11, Driver's Handbook and Examination Manual for Germany.
19. USAREUR Pamphlet 550-19/USAFE Regulation 30-16, Compilation of Selected German Laws and International Agreements Applicable in Germany.
20. STANAG 2010, Military Load Classification Markings.
21. STANAG 2025, Basic Military Road Traffic Regulations.
22. STANAG 2027, Marking of Military Vehicles.
23. STANAG 2041, Operations Order, Table, and Graphs for Road Movement.
24. STANAG 2126, First Aid Kits and Emergency Medical Care Kits.



- 25. STANAG 2154, Regulation for Military Motor Vehicle Movement by Road.
- 26. STANAG 2155, Road Movement Bid/Credit.
- 27. STANAG 2174, Military Routes and Route/Road Networks.
- 28. STANAG 2176, Procedures for Military Road Movement Across National Frontiers.
- 29. STANAG 2938, Transport of Military Ammunition and Explosives by Road.

## APPENDIX C

### SAMPLE AE FORM 55-1N AND TELEX FORMAT AND PREPARATION INSTRUCTIONS

1. Table 1 gives instructions for completing AE Form 55-1N (Road Movement Bid Credit Granted/*Marschanmeldung*), STANAG 2155, or a TELEX report, as appropriate. Instructions are line by line and relate directly to the examples in figures 13 and 14.

2. Figure 13 is a sample AE Form 55-1N. The AE Form 55-1N matches the format of the STANAG 2155. Figure 14 is a sample TELEX format. The STANAG 2155 is adaptable to TELEX or MINET format by using the phonetic alphabet word followed by the appropriate information.

NOTE: An earlier edition of the STANAG 2155 has red lines. The new edition has thick black lines in place of the red ones. In either case, the spaces above the red or thick black lines must be completed. For standardization purposes, all blocks described in table 1 will be completed on AE Form 55-1N.

**Table 1**

**Instructions for Preparing AE Form 55-1N, STANAG 2155, or TELEX Format**

**Line A (ALPHA).** Enter unit requesting movement (e.g., HHC, 4th TRANSCOM). HMCT will standardize entries for each unit of command.

**Line B (BRAVO).** Enter US.

**Postage Code.** Leave blank. This refers to *Bundespost* codes.

**Location.** Enter the requester's rank and name. This is only for US use.

**Street/Quarters.** Enter the telephone number of requester. This is only for US use.

**Line C (CHARLIE).** Enter the servicing CMCC, Trans Bn (MC), MCT, or HMCT. This is only for US use.

**Line F1 (FOXTROT ONE).** Enter the requested start point (SP) time by day, time, time zone, and month. If the arrival time is the critical time, leave F1 blank and enter the arrival time in F2. The movement headquarters will determine the departure time based on the requester's arrival time.

**Line F2 (FOXTROT TWO).** Leave blank if the SP time is the critical time (i.e., the departure time is the controlling time).

**Year.** Enter the last two digits of the year (e.g., 85).

**Line I1 (INDIA ONE).** Enter the number of wheeled vehicles (e.g., 030).

**Line I2 (INDIA TWO).** Enter the number of tracked vehicles (e.g., 004).

**Line J (JULIET).** Enter the type of heaviest vehicle (e.g., M60A1).

**Number.** Enter the number of the heaviest types of vehicle (e.g., 04).

**\*Line K1 (KILO ONE).** Enter the military load class of the heaviest vehicle in the convoy for wheeled vehicles (e.g., 5-ton truck = 011).

**\*Line K2 (KILO TWO).** Enter the military load class for the heaviest tracked vehicle. If none, enter 000 (e.g., M60A3 = 056).

**Line K3 (KILO THREE).** Enter the weight of the heaviest wheeled vehicle in metric tons (e.g., 5-ton truck = 011).

**Line K4 (KILO FOUR).** Enter the weight of the heaviest tracked vehicle (e.g., M60A3 tank = 054).

**Line L1 (LIMA ONE).** Enter the width of the widest vehicle in centimeters (cm) (e.g., 364).

**Table 1****Instructions for Preparing AE Form 55-1N, STANAG 2155, or TELEX Format**

**Line L2 (LIMA TWO).** Enter the height of the highest vehicle in cm (e.g., 329).

**Line L3 (LIMA THREE).** Enter the length of the longest vehicle in cm (e.g., 0821).

**Line M1 (MIKE ONE).** Enter the distance to be maintained between vehicles on the *Autobahn* (e.g., 100).

**Line M2 (MIKE TWO).** Enter the distance to be maintained between vehicles on other than *Autobahns* (e.g., 050).

**Line N1 (NOVEMBER ONE).** Enter the speed to be maintained on the *Autobahn* (e.g., 60).

**Line N2 (NOVEMBER TWO).** Enter the speed to be maintained on other than *Autobahns* (e.g., 40).

**Line O1 (OSCAR ONE).** Enter the number of march columns. Normally this will be left blank as march columns are more appropriate for division-sized moves.

**Line O2 (OSCAR TWO).** Enter the number of convoys (e.g., 02). More than one convoy may be appropriate for a battalion or larger sized movement.

**Line O3 (OSCAR THREE).** Enter the number of march units in the convoy (e.g., 02).

**Line P1 (PAPA ONE).** Enter the time interval between march columns only if more than one march column is listed. Normally this will be blank.

**Line P2 (PAPA TWO).** Enter the time interval between convoys only if more than one convoy is listed (e.g., 10).

**Line P3 (PAPA THREE).** Enter the time interval between march units only if more than one is listed (e.g., 05). Normally this will be blank.

**Line Q (QUEBEC).** Enter point of origin (name of town), UTM map reference, six-digit grid coordinates, and nation code. Coordinates must be accurate to match the German computer system. Units will obtain grid coordinates from the HMCT master list.

**Line R (ROMEO).** Enter destination (i.e., name of town), UTM map reference, six-digit grid coordinates, and nation code.

**Line S1 (SIERRA ONE).** Enter UTM map reference and six-digit grid coordinates of SP. This point must be on at least a secondary road to be compatible with the HEROS V System.

**Line S2 (SIERRA TWO).** Leave blank.

**Line S3 (SIERRA THREE).** Enter control points, UTM map reference, and six-digit grid coordinates only if a specific route is desired. Otherwise, leave blank. (For example, if a move from Frankfurt to Karlsruhe via Mannheim is desired, enter a checkpoint in the vicinity of Mannheim. This prevents the possibility of a routing via Heidelberg.)

**Line S4 (SIERRA FOUR).** Enter rest halts and technical halts by providing a UTM map reference and six-digit grid coordinate exiting the most likely route and then reenter the same route. Also enter the number of hours and minutes of the halt. If the march time is short, leave blank. If a short halt (i.e., 30 minutes) is desired, enter the exit point, entering point, and 00 hour and 30 minutes. These blocks also may be used to indicate additional control points by entering "00 hours 01 min." The point of exit and point of entry must be the same. The one-digit blocks in SIERRA THREE and FOUR will be used to indicate the sequence in which control points and technical halts will be entered into the HEROS V System. Technical halts and control points must be entered in the sequence in which they would occur moving from SP to release point. These sequence numbers will be indicated in parentheses in the TELEX format.

**Line S5 (SIERRA FIVE).** Enter the UTM map reference and six-digit coordinates of the release point.

**DETAILED INDICATIONS ON HEAVY VEHICLES Section.** The movement headquarters will complete this section when needed.

\*Military load classes are listed in the Military Highway Load Classification Guide.

<b>ROAD MOVEMENT BID CREDIT GRANTED/MARSCHANMELDUNG</b> <b>(USAREUR Reg 55-1)</b>											
TO BE FILLED IN BY MOV HQ ONLY/INUR VON VERK DST AUSZUFÜLLEN											
<b>MOVEMENT NO</b> <b>MARSHCREDIT NR</b>						<b>ORGANIZATION NO</b> <b>Dienststellen NR</b>					
<b>A. FORMATION UNIT TO BE MOVED/MARSCHIERENDER VERBAND/EINHEIT</b>						<b>B. NATIONALITY/NATIONALITÄT</b>					
4449 WITH TIRIANISKIUM						KIS					
<b>POSTAGE CODE/POSTLEITZAHN</b>						<b>LOCATION/ORT</b>					
50						4741 MI TI KIRIAIMERI					
<b>F2</b>						<b>STREET/QUARTERS/STRASSE/UNTERKUNFT</b>					
12 13						3741 1691212					
<b>C. SUPERIOR HQ OR ORGANIZATION/VORGESETZTE KDO BEHÖRDE BZW. DIENSTSTELLE</b>											
HIMCIT IWI EISIBADKEWI											
<b>F. 1. EARLIEST STARTING TIME/FRÜHESTE ABLAUFZEIT</b>						<b>2. LATEST RELEASE TIME/SPÄTESTE AUSLAUFZEIT</b>					
11511818181818						185					
<b>I. NO OF VEHICLES/ANZAHL DER Kfz</b>						<b>J. TYPE OF HEAVIEST VEHICLE/TYP DES SCHWERSTEN Kfz</b>					
1313						1661111					
<b>K. MAXIMUM MLC/HÖCHSTE MLC</b>						<b>MAXIMUM PERMITTED TOTAL WEIGHT IN TONNES/HÖCHSTES ZUL. GESW IN TO</b>					
1111						1111					
<b>L. MAXIMUM WIDTH/HEIGHT/LENGTH/GROSSESTE BREITE/HÖHE/LÄNGE</b>						<b>3. LENGTH OF THE LONGEST VEHICLE/LÄNGE FUER LÄNGSTES Kfz</b>					
3161						1111111					
<b>M. VEHICLE DISTANCE/Kfz ABSTAND</b>						<b>N. AVERAGE SPEED REQUIRED/GEFORDERTE MARSCHGESCHWINDIGKEIT</b>					
1111						1111					
<b>O. NUMBER OF MARCHING GROUPS (1) NUMBER OF CONVOYS (2) PACKETS (3)/ANZAHL DER MARSCHGRUPPEN (1) EINHEITEN (2) TEILEINHEITEN (3)</b>											
11 11 11											
<b>P. TOTAL TIME INTERVAL BETWEEN MARCHING GROUPS (1) CONVOYS (2) PACKETS (3)/SUMME DER MARSCHABSTÄNDE ZWISCHEN MARSCHGRUPPEN (1) EINHEITEN (2) TEILEINHEITEN</b>											
11 11 11											
<b>Q. POINT OF ORIGIN/LOCATION/AUFKOMMSORT/ORTSANGABE</b>											
111111111111											
<b>R. DESTINATION/MARSCHZIEL/ORTSANGABE</b>											
111111111111											

Implementation of The Modern Army Recordkeeping System (MARKS) (AR 25-400-2) changed AE Form 1060 to AE Form 55-1N. Stocks of AE Form 1060 should be used until exhausted

Figure 13. Sample AE Form 55-1N



---

From: HHC 4TH TRANSCOM

To: HMCT WIESBADEN

For information:

Subject: Road Movement Bid No. 21/78

ALPHA:		HHC 4th TRANSCOM SFC Lemish
		ETS (325-2)791
BRAVO:		US
CHARLIE:		HMCT Wiesbaden
FOXTROT:	ONE:	150800 L APR 85
INDIA:	ONE:	030
	TWO:	004
JULIET:		M60A3 05
KILO:	ONE:	019
	TWO:	055
	THREE:	018
	FOUR:	052
LIMA	ONE:	364 cm
	TWO:	329 cm
	THREE:	0821 cm
MIKE	ONE:	100 m
	TWO:	50 m
NOVEMBER	ONE:	60 km/h
	TWO:	40 km/h
OSCAR	TWO:	01
	THREE:	02
PAPA	TWO:	10
	THREE:	05
QUEBEC		OBERURSEL (MA 650620) GE
ROMEO:		KAISERSLAUTERN (MV 099781)
		GE
SIERRA:	ONE:	MA 650620
	THREE:	(1) MA 710450
		(3) MA 680890
		(4) MA 210810
		(2) MA 510980 MA 510980
		Ohr 30 min
	FOUR:	
	FIVE:	MV100780

jg

**NATO UNCLASSIFIED**

---

**Figure 14. Sample TELEX Format**

## APPENDIX D

### MONTHLY ROAD MOVEMENT BID DEVIATION REPORT (RCS AEUTR-MOV-24)

**1. General.** The 27th and 39th Transportation Battalions (Movements Control) (Trans Bn (MC)) and 229th and 502d Corps Movements Control Centers (CMCC) will:

a. Prepare the Monthly Road Movement Bid Deviation Report for each calendar month.

b. Send the report to the Commander, 1st Transportation Movement Control Agency, ATTN: AEUTR-MCA-S, APO 09451, no later than 8 workdays after the end of the report period. The report may be submitted by TELEEX, MINET, or electronic mail (ETM).

### 2. Explanation of Terms for the Report.

**a. Late Request.** A request submitted to the highway movement control team (HMCT) after the time established in the basic regulation, figure 1. Emergency requests are not considered late but will be identified separately. Special requests are considered late for statistical purposes.

**b. Changed Requests.** Changes submitted by the user or requester. Examples include but are not limited to:

(1) Addition of oversize or overweight vehicles to a convoy clearance originally requested for normal vehicles.

(2) New start point (SP) and release point (RP) times deviating more than 15 minutes from originally requested times.

(3) Deviations from an original route. (This does not include correction of an erroneous route. Corrections are counted as errors.)

(4) Addition of a vehicle that exceeds any dimensions of the vehicles in the original request (e.g., including an M-60 with dozer blade to a column of M60's).

(5) An approved move that deviates on the day of the move by more than 15 minutes from its scheduled start (i.e., SP time).

(6) An approved move delayed by 1 day or more, even if a new clearance number is required.

**c. Cancellation.** Requested by initiating unit.

**d. Error.** A misstatement of fact. Error may involve desired routing, dimensions or weight of equipment, or grid coordinates. A typographical mistake is not considered an error for reporting purposes unless the mistake is an incorrect grid coordinate. Incorrect grid coordinates, whether typographical or not, will be counted as an error. One submission may contain more than one error.

### 3. Information To Be Included in the Report.

a. Reports will:

(1) Include units to the battalion or separate company level.

(2) Be totaled at Trans Bn (MC) or CMCC level.

b. The appropriate higher headquarters to USAREUR major command (USAREUR Reg 10-5) level will indicate battalions and separate companies individually.

c. Information to be reported is as follows:

- (1) Major command (e.g., 3AD, 1ID).
- (2) Unit designation (e.g., 2BDE, 3AD; HHC, 2BDE, 3ID).
- (3) Number of requests submitted.
- (4) Number of requests submitted late.
- (5) Number of requests submitted as changes.
- (6) Number of requests canceled.
- (7) Number of requests submitted containing errors.
- (8) Number of emergency requests submitted.



Transportation and Travel

UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS

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**Summary.** This is a change to USAREUR Regulation 55-1. This change:

- a. Establishes new procedures for submitting road movement bids.
- b. Includes a sample revised AE Form 1060 for submitting road movement bids.
- c. Establishes new terms for US units that process road movement bids.
- d. Includes instructions for completing the Monthly Road Movement Bid Deviation Report (RCS AEUTR-MOV-24).

**Applicability.** This regulation applies to United States Army, Air Force, and Navy units operating in the United States Army, Europe, geographic area of responsibility (i.e., Belgium, Denmark, the Federal Republic of Germany, France, Italy, Luxembourg, and the Netherlands).

**Impact on the New Manning System.** This regulation does not affect the New Manning System.

**Internal Control Systems.** This regulation is not subject to the requirements of AR 11-2. It does not contain internal control provisions.

**Supplementation.** Supplementation of this regulation is prohibited without approval of the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

**Forms.** Only forms ending with the suffix "-R" will be reproduced locally on 8½- by 11-inch paper through the servicing forms management office. Other forms will not be reproduced and will be ordered by the unit or organization publications officer from the United States Army Printing and Publications Center, Europe, or as stated in the authorizing directive.

**Interim Changes.** Interim changes to this regulation are not official unless authenticated by the Adjutant General, USAREUR. Interim changes will be destroyed on their expiration dates unless sooner superseded or rescinded.

**Suggested Improvements.** The proponent of this regulation is the Deputy Chief of Staff, Logistics, USAREUR (AEAGD-TM, HDG Mil (2121-)/ETS (370-)6922). Users are invited to send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

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I. USAREUR Regulation 55-1, 29 January 1984, is changed as follows:

**Remove pages**

**Insert pages**

1 thru 8.....	1 thru 8.2
15 thru 22.....	15 thru 22
27 thru 30.....	27 thru 30.1
43 thru 46.....	43 thru 46
None .....	49 thru 56

2. New or changed material is indicated by a plus sign (+).

3. The regulation is further changed as follows:

**Throughout the Regulation.** Change "Theater Army Movement Control Agency (Provisional)" to "1st Transportation Movement Control Agency;" "TAMCA" to "1st TMCA;" "TMO" to "MCT;" and "HRT" to "HMCT."

**Page 11, paragraph 3g(11).** Supersede lines 1 through 4 with the following:

(11) Ensuring that the convoy commander or his or her representative keeps a completed AE Form 1060 (Road Movement Bid Credit Granted/*Marschanmeldung*) or STANAG 2155 with the valid march credit number.

**Page 35, paragraph 20a(5)(a).** In line 3 after the word "extinguishers," add "or one class 10-BC and one 3A20B(AFF) extinguisher."

**Page 38, paragraph 21d.** Rescinded.

**Page 43. DISTRIBUTION.** The distribution is changed as shown in the distribution of this change.

4. Post these changes per DA Pamphlet 310-13.

5. File this change in front of the regulation.

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**FOR THE COMMANDER IN CHIEF:**

**OFFICIAL:**



**W. H. GOURLEY**  
Major General, USA  
Adjutant General

**C. J. FIALA**  
Major General, GS  
Chief of Staff

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**DISTRIBUTION:** Distribute according to AE Form 12-9A requirements, Transportation and Travel--A and REFORGER units, plus

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48 - Cdr, 39th Trans Bn  
46 - Cdr, 229th CMCC  
30 - Cdr, 502d CMCC  
20 - DCSLOG, USAREUR (AEAGD-TM)

Transportation and Travel

UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS

---

**Summary.** This is Change No. 2 to USAREUR Regulation 55-1. The AE Form 54 series is changed to the AE Form 55-1 series. AE Form 62 is changed to AE Form 55-1M. AE Form 1060 is changed to AE Form 55-1N.

**Suggested Improvements.** The proponent of this regulation is the Deputy Chief of Staff, Logistics, USAREUR (AEAGD-TM, HDG Mil (2121-)/ETS (370-)6922). Users are invited to send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

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1. USAREUR Regulation 55-1, 29 January 1985, is changed as follows:

**Remove pages**

**Insert pages**

13 and 14 ..... 13 and 14

2. New or changed material is indicated by a plus sign (+).

3. The regulation is further changed as follows:

**Throughout the Regulation.** Substitute AE Form 55-1M (Convoy, Oversize/Overweight Vehicle Movement Observation Report) for AE Form 62 (Convoy, Oversize/Overweight Vehicle Movement Observation Report). AE Form 55-1M replaces AE Form 62, which will be used until stock is exhausted.

**Throughout the Regulation.** Substitute AE Form 55-1N (Road Movement Bid Credit Granted/*Marschanmeldung*) for AE Form 1060 (Road Movement Bid Credit Granted/*Marschanmeldung*). AE Form 55-1N replaces AE Form 1060, which will be used until stock is exhausted.

**Throughout the Regulation.** Change "AE Form 54- series" to "AE Form 55-1 series."

**Page 10, subparagraph 3g.** Supersede subparagraph (8) as follows:

(8) Ensuring drivers are briefed on DD Form 836(AE) (Special Instructions for Motor Vehicle Drivers) and that it is completed and issued before departure from the home station. Figure 4 is a sample DD Form 836(AE). These commanders also will ensure that the appropriate forms in the AE Form 55-1 series are issued to drivers who are hauling hazardous cargo. Figure 5 is a sample AE Form 55-1 series form. The following are AE Form 55-1 series titles:

(a) AE Form 55-1A (Accident Information Sheet for Transporting Flammable Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint Below 21 Degrees Celsius)).

(b) AE Form 55-1B (Accident Information Sheet for Transporting Flammable Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint from 21 to 55 Degrees Celsius)).

(c) AE Form 55-1C (Accident Information Sheet for Transporting Combustible Liquids by US Military Vehicles (HYDROCARBONS With Flashpoint Over 55 Degrees Celsius)).

- (d) AE Form 55-1D (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.1 Ammunition or Explosives).
- (e) AE Form 55-1E (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.2 Ammunition or Explosives).
- (f) AE Form 55-1F (Accident Information for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.3 Ammunition or Explosives).
- (g) AE Form 55-1G (Accident Information Sheet for Transporting Ammunition or Explosives by US Military Vehicles Hazard-Class 1.4 Ammunition or Explosives).
- (h) AE Form 55-1H (Supplementary Accident Information Sheet for Transport Containing Titanium Tetrachloride).
- (i) AE Form 55-1I (Supplementary Accident Information Sheet for Transporting Ammunition Containing Hexachlorethane).
- (j) AE Form 55-1J (Supplementary Accident Information Sheet for Transporting Ammunition Containing the Following Substances: Thermite (TH), Red Phosphorous (RP), or Pyrotechnical Substances or Generation of Light or Smoke (PT)).
- (k) AE Form 55-1K (Supplementary Accident Information Sheet for Transporting Ammunition Containing White Phosphorus).
- (l) AE Form 55-1L (Supplementary Accident Information Sheet for Transporting Ammunition Containing Calcium Phosphide).
- (m) AE Form 55-1M (Convoy, Oversize/Overweight Vehicle Movement Observation Report).
- (n) AE Form 55-1N (Road Movement Bid Credit Granted/ *Marschanmeldung*).
- (o) AE Form 55-1O (Accident Information Sheet for Transporting Ammunition or Explosives Containing Hazard-Class 1.2 Depleted Uranium).
- (p) AE Form 55-1P (Accident Information Sheet for Transporting Ammunition or Explosives Containing Hazard-Class 1.3 Depleted Uranium).

**Page 11, paragraph 3.** Supersede subparagraph h as follows:

h. Shipping activities personnel are responsible for providing accurate information (e.g., dimension and weight data) on military cargo or equipment for highway shipment. These personnel will issue the appropriate forms (in English and German) in the AE Form 55-1 series for specific hazard-class cargo (fig 5).

4. Post these changes per DA Pamphlet 310-13.

5. File this change in front of the regulation for reference.

**FOR THE COMMANDER IN CHIEF:**

**OFFICIAL:**



**W. H. GOURLEY**  
**Major General, USA**  
**Adjutant General**

**C. J. FIALA**  
**Major General, GS**  
**Chief of Staff**

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Transportation and Travel

**UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS**

---

**Summary.** This is a change to USAREUR Regulation 55-1, 29 January 1985. This change provides procedures for requesting exception to policy for movements during restricted time periods.

**Suggested Improvements.** The proponent of this regulation is the Office of the Deputy Chief of Staff, Logistics, HQ USAREUR/7A (AEAGD-TM, 370-6922). Users may send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

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1. USAREUR Regulation 55-1, 29 January 1985, is changed as follows:

**Page 30, paragraph 15d.** In the title, add "(Travel Periods)" after the word "Requests".

**Page 31, paragraph 15.** Add subparagraph f as follows:

f. Exception to Policy Requests (Time Periods). Commanders will send requests for exception to policy for movements during restricted time periods (2200 to 0600) through their MCT or HMCT to the Commander, 229th CMCC; 27th Trans Bn; or 39th Trans Bn, depending on where the movement will originate. Requests will provide the same information required in d above. The Commanders, 229th CMCC, 27th Trans Bn, and 39th Trans Bn, will:

(1) Ensure movements during restricted time periods are justified and kept to a minimum.

(2) Send the following to the Commander, 1st TMCA, ATTN: AEUTR-MCA-S, APO 09451:

(a) Copies of approved and disapproved requests for exception to policy.

(b) Actions for resolution when a disagreement occurs between the servicing movement commander and the

*Verkk.*

**Page 37, paragraph 20a(5)(m).** In line 2, change "with other explosives" to "with incompatible explosives, except as authorized by USAREUR Regulation 55-4".

2. Post these changes per DA Pamphlet 310-13.

3. File this change in front of the regulation for reference.

**FOR THE COMMANDER IN CHIEF:**

**OFFICIAL:**



**R. S. KEM**  
**Major General, GS**  
**Chief of Staff**

**RONALD E. BROOKS**  
**Brigadier General, USA**  
**Adjutant General**

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Transportation and Travel

**UNITED STATES ARMY MOTOR VEHICLE OPERATIONS ON PUBLIC ROADS**

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**Summary.** This change provides revised procedures for requesting exception to policy for movements during restricted travel periods.

**Suggested Improvements.** The proponent of this regulation is the Office of the Deputy Chief of Staff, Logistics, HQ USAREUR/7A (AEAGD-TM, 370-6922). Users may send comments and suggested improvements to this publication on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Commander in Chief, USAREUR, ATTN: AEAGD-TM, APO 09403.

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1. USAREUR Regulation 55-1, 29 January 1985, is changed as follows:

**Page 30, paragraph 15.** Supersede subparagraph d as follows:

d. Exception to Policy Requests (Travel Periods).

(1) Commanders will submit exception to policy (ETP) requests requiring movements during restricted travel periods through their servicing movement control team (MCT) or highway movement control team (HMCT) to the Commander, 229th Corps Movement Control Center (CMCC), 502d CMCC, 27th Transportation Battalion (Trans Bn), or 39th Trans Bn for approval, depending on where movement will originate. Requests are valid only when the authentication is made by a lieutenant colonel (05) for battalion-size units or smaller, or by a colonel (06) for units above battalion level. Commanders of requesting units will obtain final authority (approval or disapproval) for movements through MCT or HMCT channels. Movements will not take place until the movement credit is issued by the applicable MCT or HMCT commander. Units will include the following information on requests:

(a) Unit.

(b) Time and date of move with start point (SP) and release point (RP).

(c) Origin and destination of move.

(d) Proposed route.

(e) Number of wheeled vehicles and largest wheeled vehicles. The largest vehicles (oversize or overweight) will be identified by type, size, and weight.

(f) Number of tracked vehicles and largest tracked vehicle moving under its own power. The largest tracked vehicle (oversize or overweight) will be identified by type, size, and weight.

(g) Justification for the move.

(h) Authentication point of contact and telephone number.

(2) The Commanders, 299th CMCC, 502d CMCC, 27th Trans Bn, and 39th Trans Bn, will:

(a) Ensure movements during restricted travel time periods are made between 2200 and 0600.



(b) Ensure movements during the heavy traffic period (0600 through 2200) are kept to a minimum.

(c) Send the following to the Commander, 1st Transportation Movement Control Agency (TMCA), ATTN: AEAGD-MCA-SM-H, APO 09451:

1. Copies of approved and disapproved ETP requests.

2. Actions for resolution when disagreement occurs between the servicing movement commander and the *Verkehrskommandatur* (VerkK).

**Page 31, paragraph 15.** Subparagraph f is rescinded.

2. Post these changes per DA Pamphlet 310-13.

3. File this change in front of the regulation for reference.

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**FOR THE COMMANDER IN CHIEF:**

**OFFICIAL:**



**MARY C. WILLIS**  
Brigadier General, USA  
Adjutant General

**WILLARD M. BURLESON, JR.**  
Major General, GS  
Chief of Staff

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